

CHURCH STREET APARTMENTS



DRAFT ENVIRONMENTAL IMPACT REPORT

CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT
PLANNING DEPARTMENT FILE NO. 99.097E

DRAFT EIR PUBLICATION DATE: JULY 17, 1999
DRAFT EIR PUBLIC HEARING DATE: AUGUST 19, 1999
DRAFT EIR PUBLIC COMMENT PERIOD: JULY 17, 1999 TO AUGUST 31, 1999

WRITTEN COMMENTS SHOULD BE SENT TO:
THE ENVIRONMENTAL REVIEW OFFICER
SAN FRANCISCO PLANNING DEPARTMENT
1660 MISSION STREET
SAN FRANCISCO, CA 94103

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City and County of San Francisco

1660 Mission Street

San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6409

LONG RANGE PLANNING
FAX: 558-6426

July 17, 1999

To Whom It May Concern:

RE: Notice of Completion and Availability of Draft Environmental Impact Report for the Proposed Project: Church Street Apartments [Case No. 99.097E - Assessor's Block 874, Lot 14]

This notice is to inform you of the completion and availability of the Draft Environmental Impact Report (DEIR) concerning the proposed project described below. The DEIR contains information about the possible environmental effects of the proposed project, including a potentially significant impact related to building demolition. Preparation of a DEIR does not indicate a decision by the City to carry out or not to carry out the proposed project.

Project Description: The proposed project is the demolition of the Daphne Funeral Home building at One Church Street and construction of a new affordable housing development with 93 units, a child care center for up to 36 children, a community room, a computer learning center, and a small retail use on the block bounded by Webster, Hermann, and Church Streets, and Duboce Avenue. The proposed project would include about 92,000 square feet (sq. ft.) of residential use, about 2,700 sq. ft. for the child care center, about 2,400 sq. ft. for the computer learning center, community room and manager's office, and about 250 sq. ft. of ground-floor retail space. The proposed project would include two levels of structured parking, totaling about 94 spaces. The proposed project would require Conditional Use authorization for a Planned Unit Development. The project site is within the NC-3 zoning district, Moderate-Scale Neighborhood Commercial.

Lead Agency:

Planning Department
City and County of San Francisco
1660 Mission Street
San Francisco, California 94103

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Draft EIR Available: Copies of the DEIR are available at the Planning Information Counter, First Floor, 1660 Mission Street, San Francisco. Referenced material is also available for review upon request.

Public Hearing: A Public Hearing on the DEIR has been scheduled for August 19, 1999 at the City Planning Commission's regular meeting.

Review Period: Public comments will be accepted from July 17, 1999, to August 31, 1999 at 5:00 p.m. or at the time the Public Hearing closes if after 5:00 p.m.

Contact Person: Rick Cooper

Phone: (415) 558-6405



DATE: July 17, 1999

TO: Distribution List for the Church Street Apartments Project Draft EIR

FROM: Hillary Gitelman, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the Church Street Apartments Project (Planning Department File No. 99.097E)

This is the Draft of the Environmental Impact Report (EIR) for the Church Street Apartments project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" that will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one, rather than two, documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Major Environmental Analysis Office of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.



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SAN FRANCISCO, CA 94103

**Church Street Apartments Project
Draft Environmental Impact Report
July 17, 1999**

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I. SUMMARY

A. PROJECT DESCRIPTION

The proposed project is the demolition of an existing funeral home and the construction of a three- to four-story affordable housing development with 93 units, a child care center for up to 36 children, a community room, a small retail use, and a computer learning center on the block bound by Webster Street, Hermann Street, Church Street, and Duboce Avenue. The proposed project would include about 92,000 sq. ft. of residential use, about 2,700 sq. ft. for the child care center, about 2,400 sq.ft. for the computer learning center, a community room, and manager's office, and about 250 sq. ft. for ground-floor retail space. The proposed project would include two levels of structured parking with about 94 spaces, with access from Webster Street. A curbside passenger loading zone (white zone) would be designated on Webster Street to accommodate parent pick-up and drop-off for the child care center. As currently designed, the proposed project would provide 25 one-bedroom, 38 two-bedroom, and 30 three-bedroom apartments.

The site is currently occupied by the Daphne Funeral Home, which includes a two-story cantilevered building, a one-story chapel, and 51 surface parking spaces. The mortuary operates with about ten employees at the site. The Daphne building would be demolished. The southernmost portion of the site, along Duboce Avenue, is paved and striped as parking for 29 vehicles, but is not in use at this time.

B. MAIN ENVIRONMENTAL EFFECTS

The Initial Study published on May 29, 1999, found that land use; visual quality; population; employment and housing; air quality; shadows; wind; noise; utilities and public services; biology; geology and topography; water; energy and natural resources; hazards; and cultural resources would not cause potential significant environmental effects and required no further analysis. Transportation and historic architectural resource issues are analyzed in this EIR, which concludes that the proposed project would not result in significant environmental impacts that could not be mitigated to a less than significant level, except for the demolition of the Daphne building, a potential historic resource. Whether or not the project is approved and constructed, traffic volumes and transit loadings in the site vicinity are projected to

increase. Cumulative increases in traffic congestion may in turn cause cumulative increases in criteria pollutants, and a degradation of air quality. The project's contribution to these potential cumulative effects would not be "considerable" as defined by CEQA Guidelines Section 15130, and thus would not be considered significant.

HISTORIC ARCHITECTURAL RESOURCES (p. 26)

The Daphne Funeral Home was designed by A. Quincy Jones and completed in 1954; the building has been altered over the last 30 years, and is currently in a somewhat deteriorated condition. The building is not a designated City Landmark, is not within a designated Historic District, and is not subject to requirements of Article 10 or 11 of the City Planning Code.

Due to the proposed use of federal funding, the proposed project is subject to review under Section 106 of the National Historic Preservation Act of 1966. The Mayor's Office of Housing, acting on behalf of the Department of Housing and Urban Development (HUD) with the concurrence of the City, a Certified Local Government, prepared Section 106 documentation and analysis which concluded that the building is not eligible for the National Register of Historic Places.¹ On June 21, 1999, the State Historic Preservation Officer (SHPO) provided a letter stating "I cannot concur with your determination," suggesting that the building may be eligible for the National Register.² The SHPO is currently reviewing a National Register Registration Form prepared and submitted by San Francisco Architectural Heritage (Heritage), a private preservation organization. Heritage has submitted the Registration Form, which is subject to review by the State's Historical Resources Commission, due to its belief that the building is eligible for the National Register. If the Section 106 process or Heritage's request for National Register eligibility results in a determination that the building meets National Register criteria, the building would then meet the definition of an "historical resource" and its demolition would be a significant environmental impact of the proposed project.

TRANSPORTATION (p. 40)

The proposed project is estimated to generate a total of approximately 1,130 daily person-trips, of which about 188 person trips (16.6% of daily person trips) would occur during the PM peak hour (4:30 to 5:30 PM). The proposed project is estimated to generate about 94

PM peak hour trips by auto, 48 trips inbound to, and 46 trips outbound from, the site. Vehicle trips are estimated to total about 59 in the PM peak hour, about 30 inbound vehicles and 29 outbound vehicles. Four of the five intersections currently operate at acceptable (LOS D or better) levels during the PM peak hour, and would continue to do so with the addition of project-generated traffic, with no deterioration in level of service. The additional average delay experienced at the key intersections would be about one second or less per vehicle. The fifth intersection, Church/Market/14th, currently operates at LOS E; the project would not add any delay to this intersection, nor would it change the level of service at this intersection. By year 2010, the three unsignalized study intersections would be expected to continue operating at acceptable levels of service. Two of the intersections, Laguna/Market/Guerrero and Church/Market/14th, would deteriorate to LOS E and LOS F, respectively, which is considered to be unacceptable. These intersections would deteriorate whether or not the proposed project is implemented and project traffic would represent about 6% of the increase in traffic volume (0.6% of overall traffic through the intersection) for Laguna/Market/Guerrero and 2% of the increase in traffic volume (0.1% of overall traffic through the intersection) for Church/Market/14th in 2010. The project's contribution would not be regarded as "considerable" and therefore would not be considered a significant impact.

The proposed project is estimated to generate approximately 54 new transit trips (about 28 inbound and 26 outbound) during the PM peak hour. Because most of the transit trips would be traveling to destinations within San Francisco, and even those trips traveling to destinations outside San Francisco would need to make connections to regional transit systems via MUNI, it was assumed that all project transit trips would be made on MUNI, including those that would also be made on another transit carrier. The 12 MUNI routes that serve the project area currently operate with an aggregate PM peak period capacity utilization of at least 80 percent. A 70 to 80 percent capacity utilization of existing service assumes standees on MUNI vehicles and an 80% and above capacity utilization is generally considered "above capacity." The proposed project would contribute a small number of total trips, and thus would result in an incremental increase in capacity utilization. However, the proposed project's contribution to this cumulative effect would not be regarded as "considerable," and therefore would not be considered a significant impact under CEQA.

The proposed project is estimated to generate a long-term parking demand for approximately 79 parking spaces, and short-term parking demand for about 7 equivalent daily spaces, for a

total parking demand of about 86 daily spaces. This demand could be accommodated by the 94 parking spaces to be provided on-site. Based on the San Francisco Planning Code (Sections 151 - 155), the proposed project is required to provide up to 94 off-street parking spaces (including four disabled spaces), plus four bicycle parking spaces. The project would provide 94 parking spaces, including 4 spaces designated for disabled use, two spaces on each parking level. Four bicycle parking spaces would be provided near the storage areas on Level 1. Therefore, the project would not have any adverse effect on on-street parking conditions.

The proposed project would involve drop-off and pick-up for the child care center since about 18 of the 36 children associated with the child care center would not be residents. The project sponsor has proposed a curbside passenger loading zone (white zone) be designated on Webster Street to minimize the potential effects of the child care pick-up and drop-off activity on adjacent streets. Creation of a curbside loading zone is subject to review and approval by the City's Department of Parking and Traffic. Webster Street is a dead-end street in the project vicinity and experiences limited existing traffic on this street. For this reason, significant conflicts or safety hazards would not be expected to occur whether or not a curbside loading zone is established.

The proposed project is estimated to generate a total of about 16 "other" PM peak hour trips including bicycle trips, and about 78 PM peak hour combined walk and transit trips. No considerable bicycle or pedestrian effects would be expected from the proposed project due to the capacity of the sidewalks bordering the project site; the small total increase in the number of pedestrians at the Church Street and Duboce Avenue intersection; and the limited number of new trips added to the Hermann and Webster Streets intersection.

The 16-month construction period would create impacts from truck movements, closure of some sidewalks, and parking of construction workers' vehicles. The proposed project would not result in a significant impact on transportation, circulation or parking due to the temporary and intermittent nature of the construction activity and the limited amount of total activity.

C. MITIGATION MEASURES (p. 51)

The proposed project would not generate significant impacts associated with transportation; however, in the event the Daphne building is formally determined to be eligible for the National Register, a significant unavoidable impact on historic architectural resources would occur. A measure to reduce (though not eliminate) this impact is identified. In addition, mitigation measures identified in the Initial Study to mitigate potentially significant environmental effects are summarized below. Mitigation measures are presented in full in Chapter IV.

HISTORIC ARCHITECTURAL RESOURCES

If the Daphne Funeral Home building is formally determined to be eligible for the National Register, significant unavoidable impacts from demolition or alteration of the building would be reduced (though not eliminated) through preparation of Historical American Building Survey (HABS) documentation prior to demolition. The HABS documentation would include the recording of the structure through measurements, drawings, and photographs. A copy of the documentation would be provided to the San Francisco Planning Department, the San Francisco Public Library (Main Library), the San Francisco Landmarks Preservation Advisory Board, and the Northwest Information Center.

TRANSPORTATION

Project development would not result in significant transportation impacts, therefore no mitigation measures have been identified for the project.

AIR QUALITY / CLIMATE

The project sponsor would require the contractor(s) to spray the site with water (non-potable water as required by Ordinance 175-91) and sweep surrounding streets during excavation and construction activities; spray unpaved construction areas twice a day; cover stockpiles of soil, sand, and other material; and cover trucks hauling debris, soil, sand or other such material.

HAZARDS

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep

surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

The project sponsor would ensure that building surveys for asbestos, PCBs, lead, mercury, and other hazardous materials are performed prior to the start of demolition.

ARCHAEOLOGICAL RESOURCES

If evidence of archaeological resources of potential significance were found during ground disturbance, the project sponsor shall immediately notify the Environmental Review Officer (ERO) and shall suspend excavation for a total maximum of four weeks over the course of construction.

An archaeologist would assist the ERO in determining the significance of the find. The archaeologist shall prepare a draft report containing an assessment of the potential significance of the archaeological find and a recommendation for what measures should be implemented to minimize potential effects on archaeological resource, including a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. The archaeologist shall prepare a draft report documenting the archaeological resources that were discovered and an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

D. ALTERNATIVES (p. 55)

The following alternatives are evaluated in this chapter: a No-Project Alternative, a Re-Use and Reduced Development Alternative, and two Preservation Alternatives retaining the Daphne Funeral Home. One would reduce the amount of development on the site and one would develop the same number of residential units in a taller building. Other alternatives, with a variety of residential densities and building configurations, could also be considered by decision-makers, as these other alternatives would be “bracketed” by the range of alternatives described herein. Other alternatives, including alternative sites, were considered and rejected by BRIDGE Housing Corporation in favor of the proposed project which is a substantially-sized site (about 1 acre), under single ownership, is currently underutilized relative to existing zoning, and includes easy access to transit and retail services.

Project decision-makers are required to adopt a project alternative that would eliminate or reduce identified significant impacts unless the alternative is determined to be infeasible based on substantial evidence in the record. In the event the Daphne building is determined

to be a historical resource, the Preservation Alternatives (Alternatives C and D) would be the environmentally superior alternatives.

ALTERNATIVE A: No-Project (p. 56)

If the No-Project Alternative were implemented, none of the potential impacts associated with the project would occur. The existing two-story building and one-story chapel would remain on the northeast corner of the property and would continue to be screened behind clusters of 60-foot-tall pine and eucalyptus trees. Future transportation conditions described as base conditions with cumulative development would occur (see Chapter IV), but without the proposed project. Although the current owners plan to cease operations in the near future, mortuary uses, including embalming, viewing, and services at the chapel, could continue with onsite employment of about 10 employees. This alternative would not meet the project sponsor's objectives and would not preclude the possible demolition of the Daphne Funeral Home building in the future. Under existing zoning, another development could be considered for this location. As the site is zoned for neighborhood commercial uses, it could be developed in the future under the existing NC-3 (Moderate-Scale Neighborhood Commercial) District controls and could include commercial uses of 160,000 sq. ft. (3.6:1 FAR) such as retail and restaurant uses, or about 74 dwelling units, or up to 110 units as a Planned Unit Development, or a mix of residential and commercial uses.

ALTERNATIVE B: Re-Use and Reduced Development (p. 57)

The Re-Use and Reduced Development Alternative would reuse the Daphne Funeral Home building to accommodate up to 10 dwelling units and construct 45 additional units on the southern portion of the site. This alternative would not include a computer learning center, community room, child care center, or retail space. One level of parking for 38 vehicles would be provided. The new buildings would not exceed the 40-foot height limit. An exception to the parking requirements would be required.

Retention of the layout of the Daphne Funeral Home building would respond to concerns about the demolition of this example of International Style architecture. However, seismic and life safety work required for residential uses would require extensive changes to the interior layout and exterior appearance of the building, which would substantially alter the original structure, resulting in a significant impact. This alternative would reduce but not

eliminate the significant impact associated with the proposed demolition of the existing building, if that building is determined to be an historical resource. This alternative would reduce the types and the intensity of uses at the site compared to the proposed project. There would not be a child care center, or the 18 additional children associated with the center that would not be residents. There would not be a community room, computer learning center, or retail space, nor the employees and visitors associated with those uses. With this alternative, the objective to develop 93 units of quality affordable housing with onsite social services would not be met, and the project sponsor believes that the overall quality of the development would be substantially reduced.

The less-than-significant traffic effects generated by the project would be reduced under this alternative. Based on the project estimated demand, demand for parking associated with this alternative would be met with the development of the 38 parking spaces; there would not be additional demand generated from the other uses of the proposed project. The 38 spaces provided by this alternative would not comply with the Planning Code requirement of 55 spaces for this alternative. This alternative would contribute about one-half of the traffic contributed by the proposed project.

ALTERNATIVE C: Preservation and Reduced Development (p. 61)

The Preservation and Reduced Development Alternative would restore the Daphne Funeral Home building and a portion of the site in accordance with *The Secretary of the Interior's Standards for Treatment of Historic Properties*, with limited community room uses. On the southern portion of the site, 45 units would be developed. This alternative would not include child care or retail uses; one level of parking for 38 vehicles would be provided. The new buildings would not exceed the 40-foot height limit. An exception to the parking requirements would be required.

The Preservation and Reduced Development Alternative would generate half the number of residents, and less than half the number of vehicles associated with the proposed project. About half of the site would be developed with three- and four-story buildings and over half of the site would be preserved with the existing funeral home building, chapel, and surface parking. Preservation of the layout, landscaping, and the Daphne Funeral Home building would respond to concerns about the demolition of this example of International Style architecture, although the original layout of the site as a whole would be modified. If the

Daphne building is determined to be an historical resource, this alternative would avoid the proposed project's potentially significant impact. This alternative would reduce the types and the intensity of uses at the site compared to those of the proposed project. There would not be a child care center, or the 18 additional children associated with the center that would not be residents. There would not be computer learning uses or retail space, or the employees and visitors associated with those uses. Community room use would be limited due to the types of uses that could be accommodated within the mortuary-specific design of the building which includes small meeting and work spaces. With this alternative, the objective to develop 93 units of quality affordable housing with onsite social services would not be met, and the project sponsor believes that the overall quality of the development would be substantially reduced.

Based on the project estimated demand, demand for parking associated with this alternative's residential uses and community room space would be met with the development of the 38 parking spaces. The 38 spaces provided by this alternative would not comply with the Planning Code requirement of 45 spaces for this alternative.

A variant of Alternative C would be the development of residential uses as described above with the sale of the Daphne Funeral Home building. In this variant, restoration, preservation, and re-use of the Daphne building could be completed by another as-yet-unidentified party. This variant would also avoid the potentially significant impact associated with building demolition.

ALTERNATIVE D: Preservation and Taller Development (p. 63)

The Preservation and Taller Development Alternative would restore the Daphne Funeral Home building and a portion of the site in accordance with *The Secretary of the Interior's Standards for Treatment of Historic Properties*, with limited community room uses. On the southern portion of the site, 93 units would be developed. The alternative would not include child care or retail space; one level of parking for 38 vehicles would be provided. The new buildings would be seven stories tall and would require a height district reclassification to 65 feet from the existing 40- foot height limit, and would require an exception to parking requirements that would usually apply.

The Preservation and Taller Development Alternative would generate about the same number of residents, and slightly less than the number of vehicles associated with the proposed project. Preservation of some of the layout, landscaping, and the Daphne Funeral Home building would respond to concerns about the demolition of this example of International Style architecture and would avoid the proposed project's potentially significant impact. It would also reduce the types of uses and maintain about the same intensity of uses at the site compared to the proposed project. The alternative would change the visual appearance of the southern portion of the site, but would retain existing views of the existing structures from across Hermann Street and portions of Church Street and Webster Street. The new development would be taller than the adjacent residential buildings on the west across Church Street. The height and bulk of the seven-story building would be more consistent with the commercial development to the south, and with the scale of the U.S. Mint building across Webster Street. Other mid-rise residential buildings (along Market Street at Laguna Street) in the project vicinity are of a similar scale. This alternative would not have a substantial negative effect on visual quality or substantially degrade or obstruct views from public areas. Community room use would be limited due to the types of uses that could be accommodated within the mortuary-specific design of the building which includes small meeting and work spaces. With this alternative, the objective to develop 93 units of quality affordable housing with onsite social services would not be met and the project sponsor believes that the overall quality of the development would be reduced.

The Preservation and Taller Development Alternative would generate about the same transportation effects as the less-than-significant transportation impacts of the proposed project. Based on the project estimated demand, demand for parking associated with this alternative's residential uses and community room space would not be met with the development of the 38 parking spaces; there would be additional demand that would not be met. The 38 spaces provided by this alternative would not comply with the Planning Code requirement of 93 spaces for this alternative.

A variant of Alternative D would combine the residential use portion of Alternative D with the sale of the Daphne building, and its restoration, preservation, and re-use by another as-yet-unidentified party. This variant would also avoid the potentially significant impact associated with building demolition.

E. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The principal area of controversy associated with the proposed project is the potential impact of demolition of the Daphne Funeral Home building. As described above, if the Section 106 process or Heritage's request for National Register eligibility results in a formal determination that the building is eligible for listing on the National Register, then the demolition or substantial alteration of the building would be a significant environmental impact.

The design of the proposed building has not been finalized and the EIR analysis of potential impacts associated with the replacement building is based on schematic or preliminary design information that could be refined and/or modified during the project review and approval process. Design modifications are not expected to alter the analysis and conclusions of this EIR, however, any proposed changes will be evaluated by Planning Department staff to determine if new significant impacts would result.

Notes: Summary

1. *Evaluation of Properties for Historic Significance, #1 Church Street Undertaking, San Francisco, CA 94114*, Clark Historic Resources Consultants, March 31, 1999.
2. Daniel Abeyta, Acting State Historic Preservation Officer, Office of Historic Preservation, letter to Marcia Rosen, Director, Mayor's Office of Housing, City and County of San Francisco, regarding Development of Church Street Apartments, One Church Street, San Francisco, dated June 21, 1999.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

BRIDGE Housing Corporation proposes to develop 93 units of affordable housing on a site at One Church Street in San Francisco. The main objectives of the project sponsor are to build high-quality, well-designed and cost-efficient, affordable multi-family housing, with on-site facilities to serve the residents and the community. In keeping with its mission, BRIDGE's objective is to create and provide as many affordable units as possible on the site to take advantage of public transit and retail shops near the site. New construction on this site would allow the development of 93 affordable rental apartments, a computer learning center and community room for residents, a child care center for residents and the public, and a small retail space.

BRIDGE's objectives with respect to planning and design include the following:

- a. To incorporate the architecture and character of the surrounding neighborhood, in both scale and style. The design of the project would be similar in scale and elevation to the neighborhood, mirroring the height and architectural style of the surrounding residences. The project would also be similar to the commercial area to the south, in scale and function.
- b. To enhance the safety of the neighborhood by increasing pedestrian activity on all sides of the property, providing the opportunity for increased "eyes on the street," higher levels of lighting at all parts of the property, including the vacant dead end corner at Webster Street and Duboce Avenue.
- c. To design a facility that would serve as a transition from a commercial area to a residential neighborhood. The proposed project design would shift from facade to facade to be in keeping with immediately adjacent uses.
- d. To maintain the scale and density of the neighborhood by constructing 93 units rather than the maximum 110 units permitted at the site as a Planned Unit Development under Planning Code Section 304.

- e. To create a transit-oriented development, minimizing the need for residents to use motor vehicles. The development would create housing within existing zoning that requires fewer vehicles because of the site's location. The site, located near six MUNI lines, major shopping and retail stores, parks, schools, churches, libraries and community centers would decrease the need for residents to use cars and increase their ability to commute and do errands on foot, bicycle or transit. The proposed development would address the need of the residents and the public for well located day care, with a child care center for up to 36 children, within walking distance from MUNI and major traffic thoroughfares.

The project sponsor would not consider the proposed project a success if it would not meet the goal of helping to implement the City of San Francisco's housing policy. The proposed project would serve families earning 20-60% of the Area Median Income (AMI), thereby allowing working families the opportunity to remain in San Francisco and affording families with lower incomes to live in high quality, safe and affordable housing. This is consistent with the City's Comprehensive Housing Action Strategy, which includes the following priorities:

- Priority 1b: Increase the supply of permanently affordable housing with associated services for persons with special needs...
- Priority 1c: Expand the stock of multiple bedroom housing for Low and Very Low Income households with dependents...

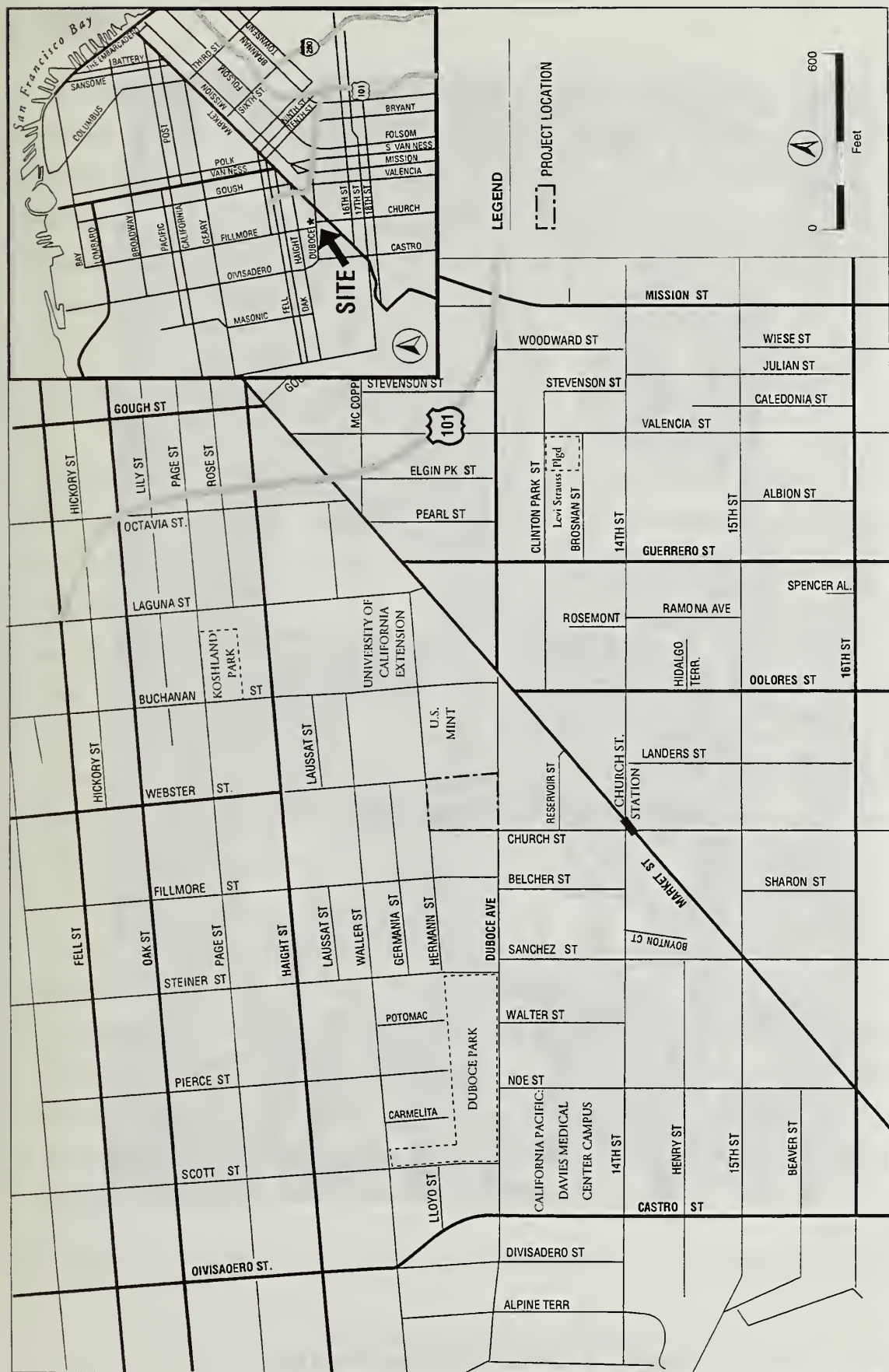
The proposed project would have 12 units set aside for persons with HIV/AIDS, thereby fulfilling the goal in the Five-Year HIV/Aids Housing Plan to incorporate housing for persons with HIV/AIDS into larger affordable housing projects. With the proposed project, the sponsor intends to help preserve the unique cultural, ethnic and economic diversity of the Duboce Triangle neighborhood and the City at large. The project sponsor would provide employment opportunities in a manner consistent with the affirmative action policies of the City and County of San Francisco.

B. PROJECT LOCATION

The proposed Church Street Apartments project site lies in the Upper Market Street District at the juncture of the Duboce Triangle, Hayes Valley and Mint Hill neighborhoods. The 44,430-square-foot (sq. ft.) project site consists of Lot 14 in Assessor's Block 874, the entire block bounded by Webster Street, Hermann Street, Church Street, and Duboce Avenue, as seen in Figure 1. The site is currently occupied by the Daphne Funeral Home, on approximately 10,500 sq. ft., of the northernmost portion of the site. The Daphne Funeral Home building is a cantilevered two-story building with surface parking for 51 vehicles. A breezeway connects the building with a one-story chapel. The mortuary is an active business with about ten employees working at the site. The southernmost portion of the site, along Duboce Avenue, is paved and striped as parking (29 of the 51 striped spaces on the site), but is not in use at this time. The Delancey Street Foundation commonly obtains a temporary permit to use the area as a Christmas tree lot during December. The remainder of the site is occupied by surface parking for the funeral home. The project site is within an NC-3 (Moderate-Scale Neighborhood Commercial) District and 40-X Height and Bulk District.

SURROUNDING LAND USES

The project site is located one block north of the commercial corridor of Market Street (see Figure 2); two- and three-story residential buildings occupy areas to the north and west of the project site. Beginning to the east across Webster Street, the U.S. Mint sits atop a rocky promontory; a Safeway supermarket and related retail uses are immediately south across Duboce Avenue; a Rite-Aid store is diagonally across Church and Hermann Streets. This section of Duboce Avenue, between Church and Market, is designated the Duboce Avenue Bikeway and is closed to vehicle traffic. At the portal at Church Street and Duboce Avenue, the J-Church and N-Judah MUNI Metro lines emerge as surface lines, with the J-Church turning south at Church Street and the N-Judah continuing west along Duboce Avenue.





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SOURCE: Bamhart Associates Architects Inc.

CHURCH STREET APARTMENTS
FIGURE 2: AERIAL OF PROJECT SITE

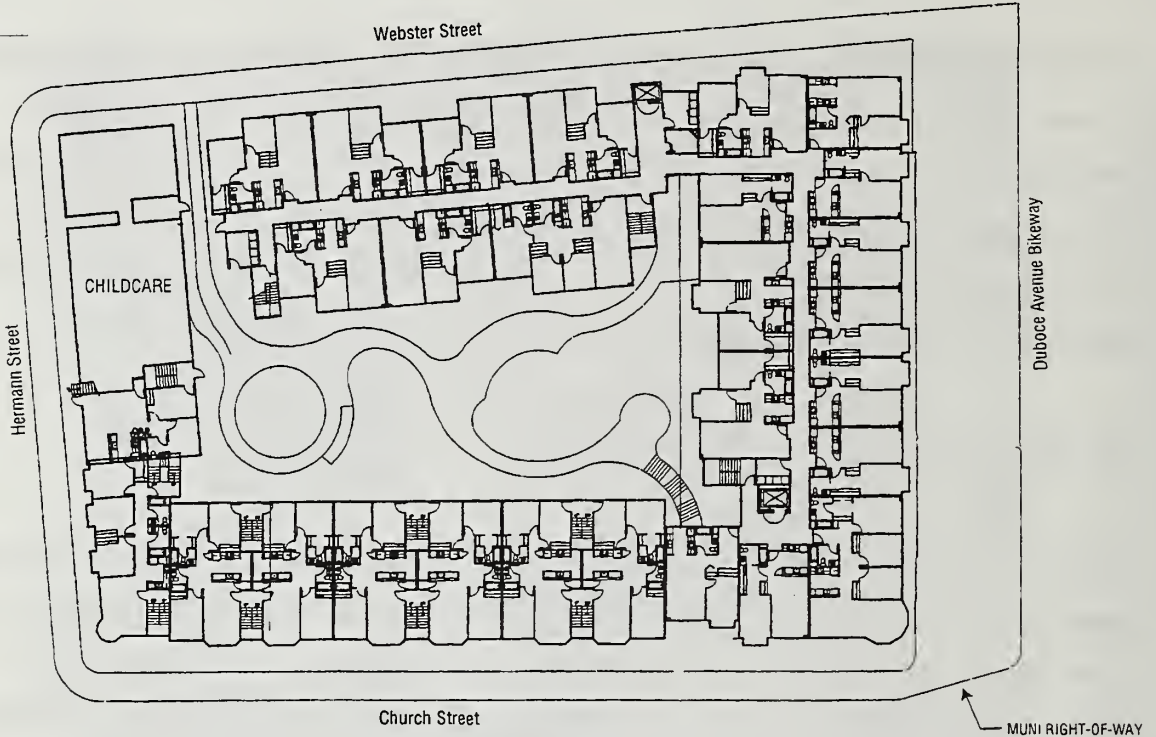
MUNI plans include construction of a new key (station structure) stop on Duboce Avenue at Church Street in 1999. MUNI has expressed concern about the proximity of the project building with MUNI's high voltage catenary overhead near Webster Street along MUNI's Duboce Avenue right-of-way. Other uses in the project vicinity include the UC Berkeley Extension campus two blocks to the east at Buchanan and Hermann, the Church Street MUNI Metro subway station two blocks to the south, and Duboce Park two blocks to the west.

C. PROJECT CHARACTERISTICS

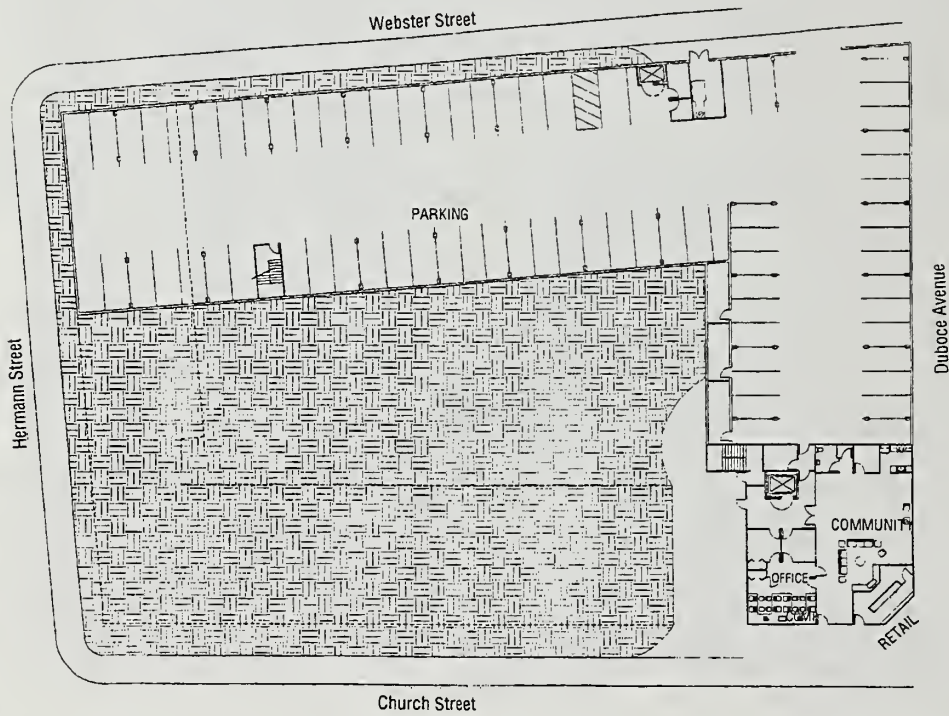
The proposed project would include demolition of the existing Daphne Funeral Home building and construction of a three- to four-story affordable housing development with 93 units, a child care center for up to 36 children, a community room, a small retail use, and a computer learning center (see Figures 3, 4, and 5). The proposed project would include about 92,000 sq. ft. of residential use, about 2,700 sq. ft. for the child care center, about 2,400 sq. ft. for the computer learning center, a community room, and manager's office, and about 250 sq. ft. for ground-floor retail space. The proposed project would include two levels of structured parking with about 94 spaces, with access from Webster Street. A curbside passenger loading zone (white zone) would be designated on Webster Street to accommodate parent pick-up and drop-off for the child care center.

As currently designed, the proposed project would provide 25 one-bedroom, 38 two-bedroom, and 30 three-bedroom apartments. Twelve apartments would be reserved for people living with HIV/AIDS at below market rate as funded by Housing Opportunities for Persons with AIDS (HOPWA), a federal program providing capital for financing of the construction of such development. Thirty-one apartments, including the HOPWA units, would be allocated as Project-Based Section 8 housing with federal rental subsidy from the Department of Housing and Urban Development.

SITE PLAN



LEVEL 1



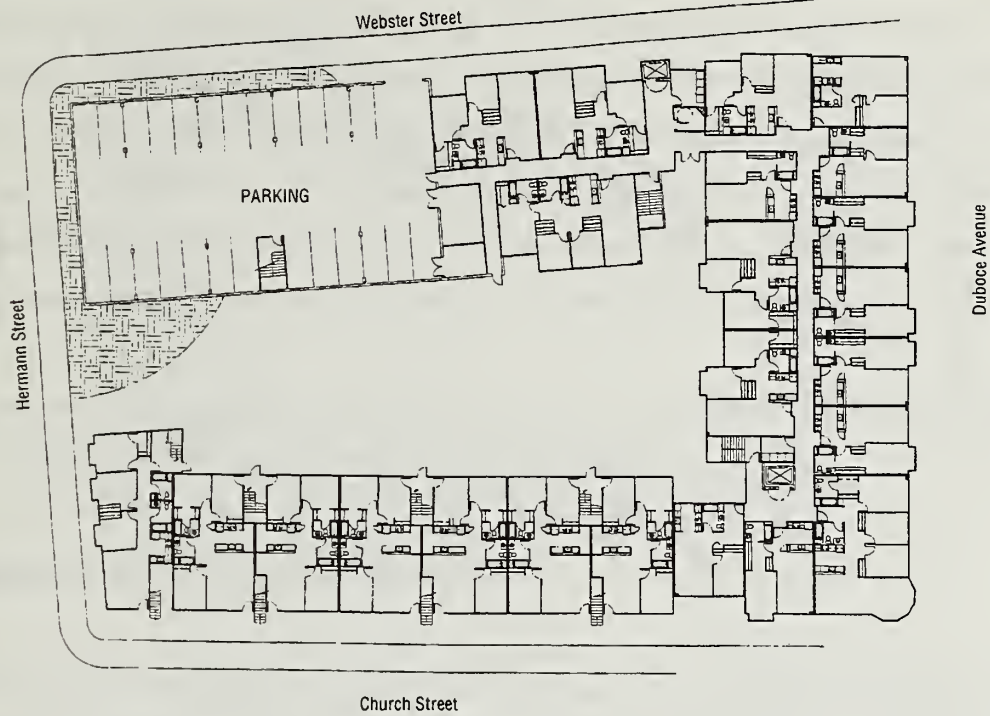
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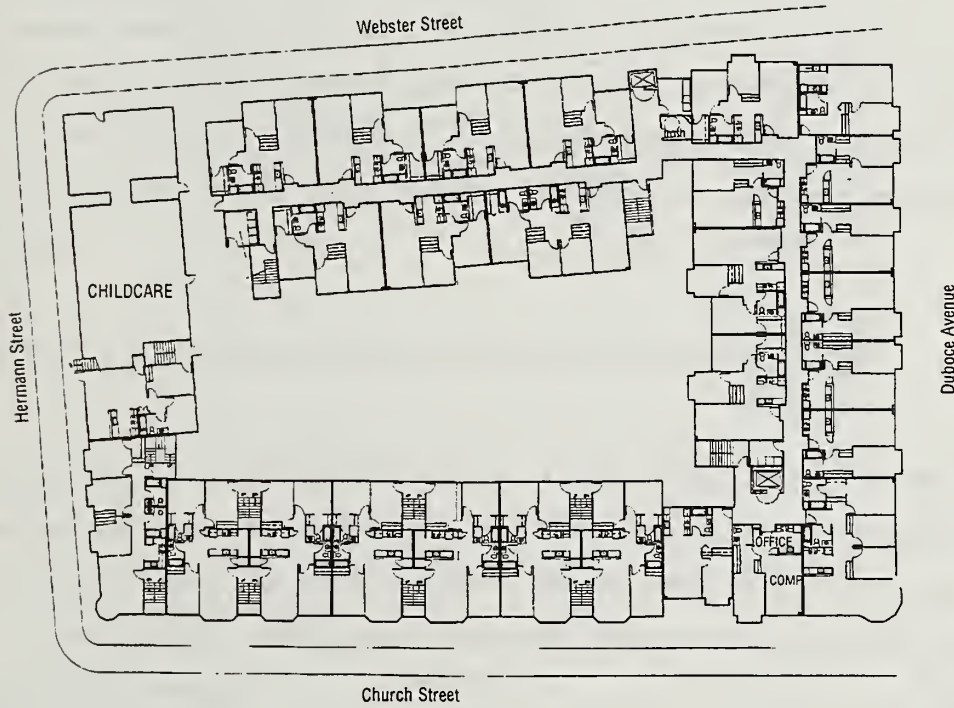
SOURCE: Barnhart Associates Architects Inc.

CHURCH STREET APARTMENTS
FIGURE 3: SITE PLAN AND LEVEL 1 FLOORPLAN

LEVEL 2



LEVEL 3



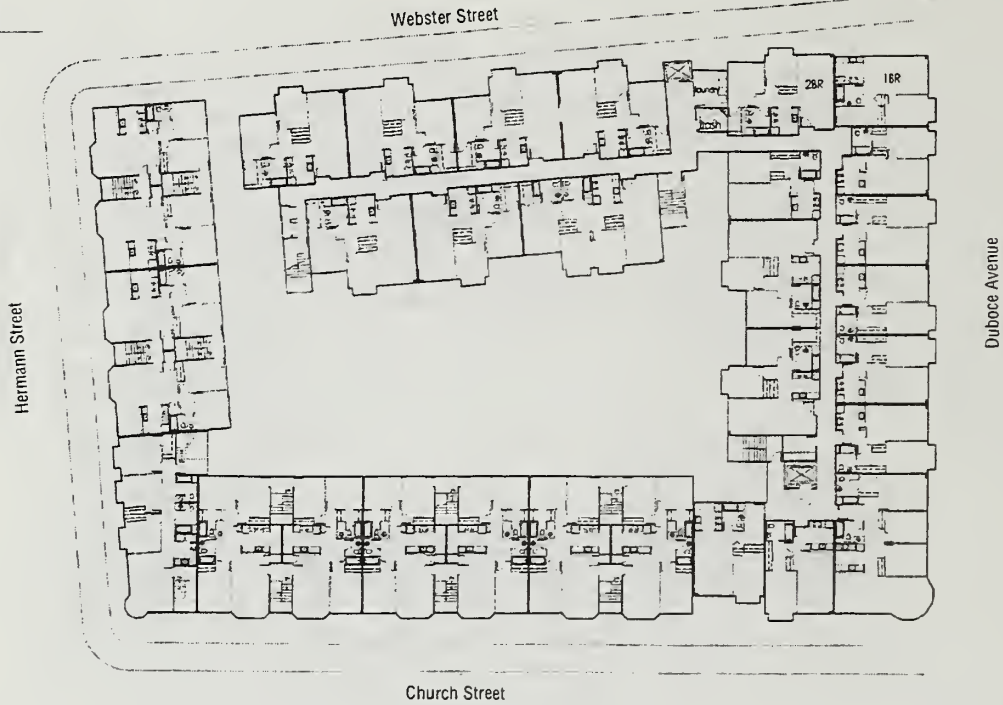
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SOURCE: Bamhart Associates Architects Inc.

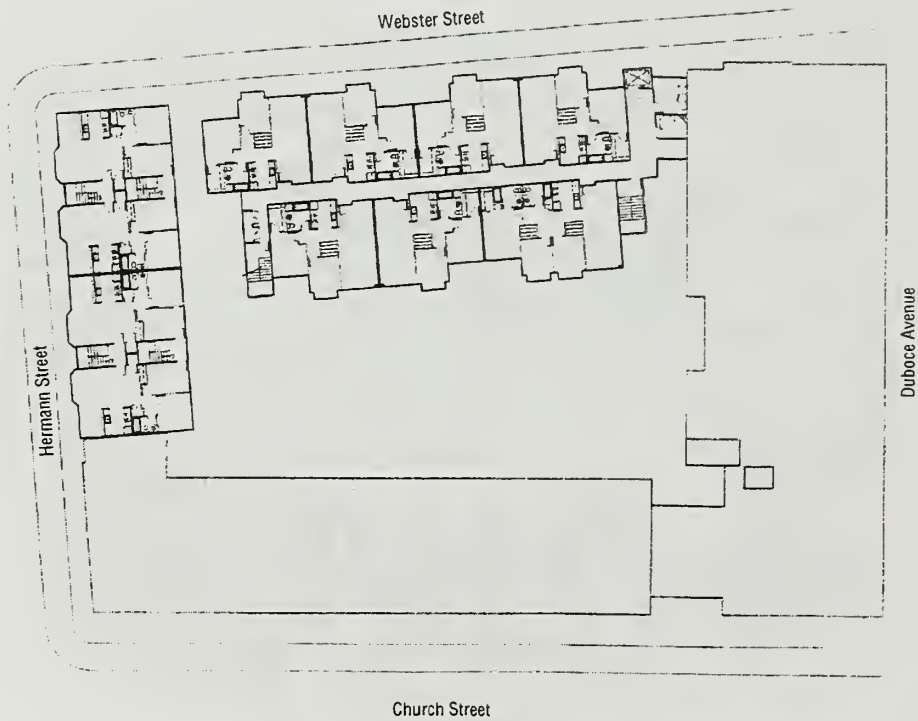
CHURCH STREET APARTMENTS

FIGURE 4: LEVEL 2 AND LEVEL 3 FLOOR PLANS

LEVEL 4



LEVEL 5



EIP10276-00 5/20/99

SOURCE: Bamhart Associates Architects Inc.

CHURCH STREET APARTMENTS
FIGURE 5: LEVEL 4 AND LEVEL 5 FLOOR PLANS

The proposed project design is intended to reflect the scale and style of residential structures in the surrounding neighborhood (see Figure 6). Buildings would be arranged around a central courtyard for residents and an outdoor play area for the child care center. Maximum height of the buildings would be 40 feet. Due to the slope of the site, buildings along Church and Webster Streets would be three stories tall at Hermann Street (about 132 feet above San Francisco Datum) and four stories tall at Duboce Avenue (about 105 feet).

Four bicycle parking spaces would be located on Level 1 in the areas marked for storage uses. Levels 1 and 2 would each have two disabled parking spaces.

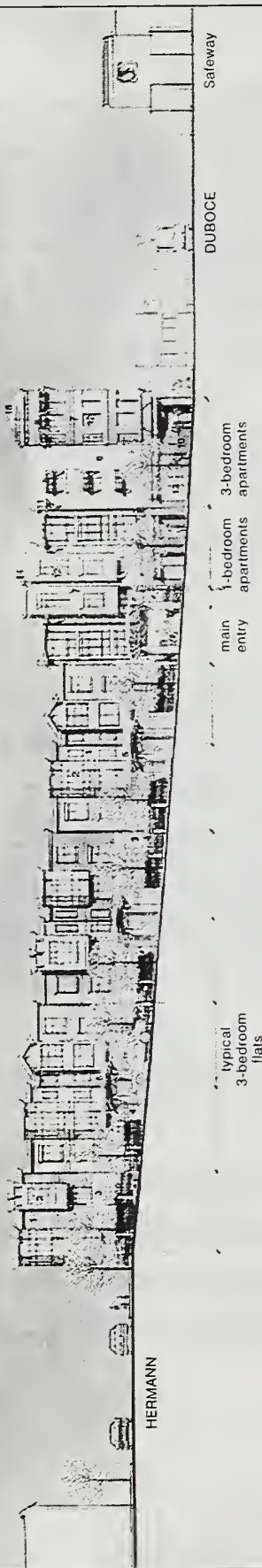
D. PROJECT SCHEDULE AND COST

The project sponsor expects environmental review, project review, and detailed design to be completed by late 1999. If the proposed project is approved and building permits issued, project construction is anticipated to commence in spring of 2000 and would take approximately 16 months. Initial occupancy would occur in the latter part of 2001. Total demolition, site preparation, and construction costs are estimated at about \$10 million (1999 dollars). The project architect is Barnhart Associates Architects, Inc. and associated architect Lawrence K. Leong.

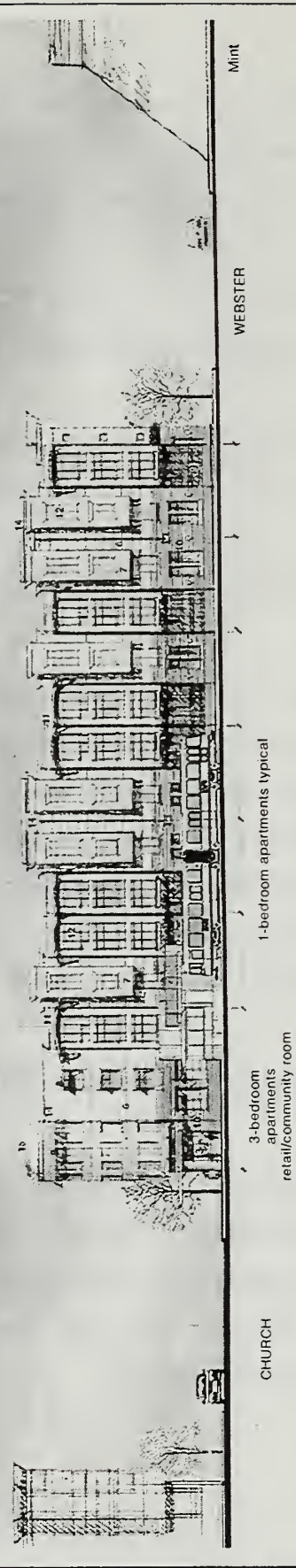
E. APPROVALS REQUIRED AND GENERAL PLAN POLICIES

Following a public hearing on the Draft EIR before the City Planning Commission, responses to written and oral comments will be prepared. The EIR will be revised as appropriate and presented to the City Planning Commission for certification as to its accuracy, objectivity, and completeness. No discretionary project approvals may be granted or permits may be issued before the Final EIR is certified.

CHURCH STREET ELEVATION



DUBOCE STREET ELEVATION



SOURCE: Bamhart Associates Architects Inc.

CHURCH STREET APARTMENTS
FIGURE 6: CHURCH STREET ELEVATION AND DUBOCE AVENUE ELEVATION

The proposed project would require Conditional Use authorization from the Planning Commission for a Planned Unit Development under Section 304 of the City Planning Code.

The project sponsor is seeking federal funds from the U.S. Department of Housing and Urban Development through the San Francisco Mayor's Office of Housing and the San Francisco Redevelopment Agency. As a result, the proposed project requires review pursuant to the National Historic Preservation Act. Also, as discussed further on page 35, the State Office of Historic Preservation is currently considering a nomination of the property to the National Register of Historic Places which was submitted by San Francisco Architectural Heritage, a private preservation organization.

The project would be reviewed by the San Francisco Planning Department and the Planning Commission in the context of applicable objectives and policies of the *San Francisco General Plan*. No substantial General Plan conflicts have been identified. Some key objectives and policies are noted below, and others may be addressed when necessary approvals are sought. Any potential conflicts not identified here would not change the physical environmental impacts of the project as described in this EIR.

Residence Element

- Objective 1 states: "provide new housing for all income groups in appropriate locations."
- Objective 1, Policy 4 states: "encourage infill housing on appropriate sites in established neighborhoods."
- Objective 2 states: "increase substantially the supply of housing without overcrowding or adversely affecting the prevailing character of existing neighborhoods."
- Objective 2, Policy 2 states: "encourage higher residential density in areas adjacent to downtown and in neighborhood commercial districts where higher density will not have harmful effects."

- Objective 5 states: "provide housing affordable by all income groups, particularly low and moderate income households."
- Objective 5, Policy 9 states: "streamline the permit and environmental review processes to expedite housing construction."
- Objective 6 states: "provide a quality living environment."
- Objective 6, Policy 1 states: "assure housing is provided with adequate public improvements, services and amenities."
- Objective 6, Policy 4 states: "promote the development of well designed housing."
- Objective 7 states: "provide maximum housing choice."
- Objective 7, Policy 3 states: "promote the availability of units suitable for groups with special housing needs including large families, the elderly, and those needing group housing and emergency shelter."
- Objective 7, Policy 4 states: "eliminate discrimination against households with children."
- Objective 7, Policy 10 states: "promote the availability of units suitable for persons with varied lifestyles."

Urban Design Element

- Objective 1, Policy 3, to: "Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts."
- Objective 2 states: "conserve resources which provide a sense of nature, continuity with the past, and freedom from overcrowding."
- Objective 2, Policy 4, to: "Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development."
- Objective 2, Policy 6, to: "Respect the character of older development nearby in the design of new buildings."
- Objective 2, Policy 7, to: "Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character."

- Objective 4 states: "improve the neighborhood environment to increase personal safety, comfort, pride and opportunity."

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which established eight Priority Planning Policies. The policies, contained in Section 101.1 of the City Planning Code, are: 1) preservation and enhancement of neighborhood-serving retail uses; 2) protection of neighborhood character; 3) preservation and enhancement of affordable housing; 4) discouragement of commuter automobiles; 5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; 6) earthquake preparedness; 7) landmark and historic building preservation; and 8) protection of open space. Before issuing a permit for any project or adopting any legislation that requires an Initial Study under the California Environmental Quality Act, or adopting any zoning ordinance or development agreement, and before taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

III. ENVIRONMENTAL SETTING AND IMPACTS

An application for environmental evaluation for the project was filed on February 17, 1999. The San Francisco Planning Department determined that an EIR was required. The Initial Study determined that the following possible effects of the project would either be insignificant or would be reduced to a less than significant level by mitigation measures included in the project and thus require no further analysis: land use; visual quality; population; employment and housing; air quality; shadows; wind; noise; utilities and public services; biology; geology and topography; water; energy and natural resources; hazards; and archaeological resources. Therefore, the EIR does not discuss these issues (see Appendix A, p. A.1a, for the Initial Study). Historic architectural resources and transportation are analyzed below.

A. HISTORIC ARCHITECTURAL RESOURCES

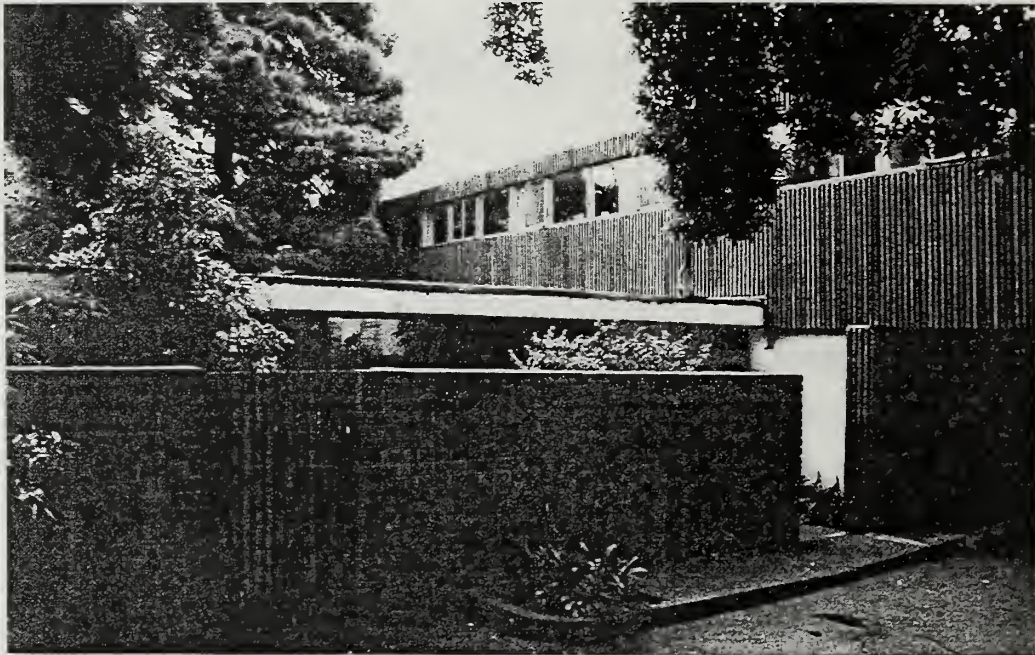
A Section 106 Review of the project site was prepared by the San Francisco Mayor's Office of Housing and the San Francisco Redevelopment Agency, on behalf of the U.S. Department of Housing and Urban Development (HUD) to satisfy federal review requirements, pursuant to the National Environmental Protection Act (NEPA) and the National Historic Preservation Act (NHPA), prior to the use of HUD funding programs. The proposed project would be partially funded through HUD's Housing Opportunities for Persons with AIDS (HOPWA) Program and the Home Investment Partnership Program (HOME), administered by the Mayor's Office of Housing and the San Francisco Redevelopment Agency. The discussion below reviews and summarizes historical and architectural information from two sources: the 1999 review of the property pursuant to Section 106 of the National Historic Preservation Act¹ implemented by HUD and the San Francisco Landmarks Preservation Advisory Board's Section 106 Review and Comment. Additional information from the National Register of Historic Places Registration Form prepared by San Francisco Architectural Heritage is noted.

SETTING

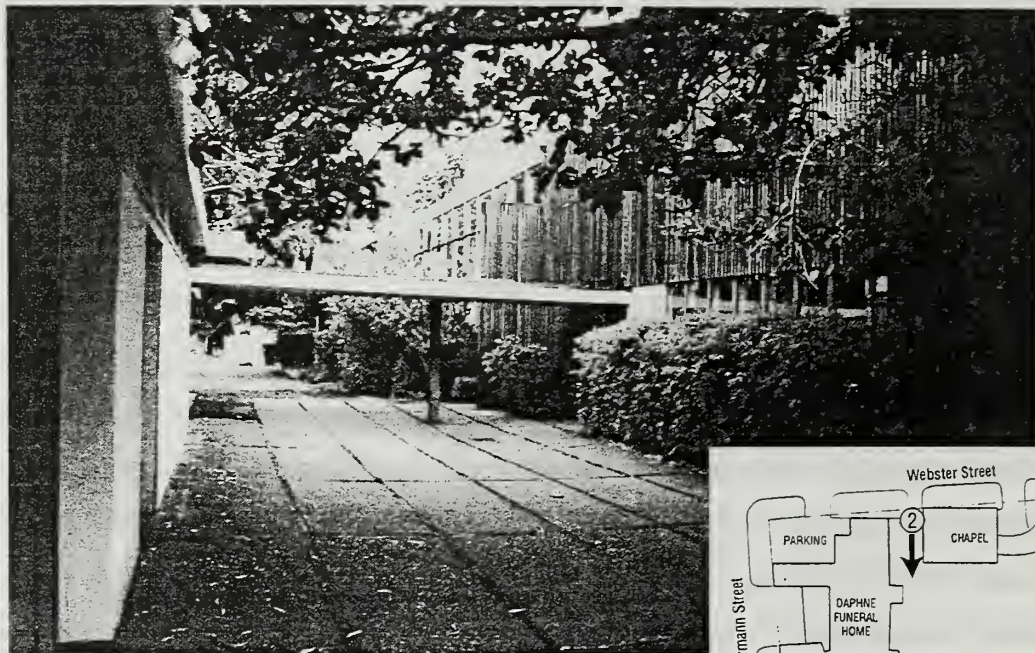
PROJECT SITE

The Daphne Funeral Home and chapel occupies approximately one-third of the proposed project site. The bulk of the building is oriented along Hermann and Webster Streets on the northern portion of the site; surface parking for 51 vehicles occupies the remainder of the site. Parking for the mortuary is oriented along Church Street and Duboce Avenue, with the main entrance at mid-block on Church Street, atop the existing serpentine rock formation. Pine and eucalyptus trees border the dense growth of landscaping at the site and provide a visual screen of the mortuary and parking lot from the street (see Figure 7). Wood benches at the perimeter of the site are located along Church Street near the corners of Church and Hermann Streets and Church Street and Duboce Avenue.

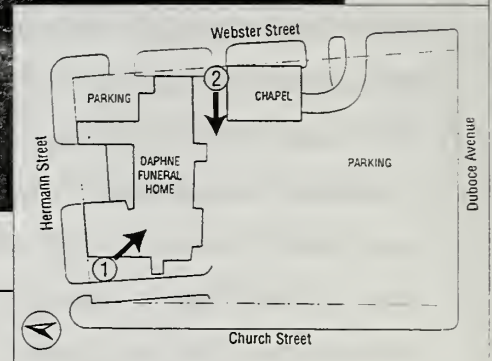
Designed and built for Nicolas Daphne between 1950 and 1954 as the headquarters for his mortuary business, the building is an International Style structure comprised of a one-story chapel (see Figure 8) and a two-story, cantilevered mortuary building.² The mortuary building is made up of simple geometric volumes, roughly a cross configuration in plan, with a system of ramps for circulation. Circulation paths were arranged to serve a reception area, offices, casket display area, private family viewing rooms or “slumber rooms,” administrative and preparation rooms, and storage areas for maximum efficiency and discretion. The exterior of the Daphne Funeral Home is characterized by unfinished wood siding, as seen along the upper portions of the administrative building, and contrasting smooth, white-painted stucco on the south chapel and service areas of the administrative building. The use of fixed windows, plate glass, ribbon windows, and sliding glass doors can be found throughout the complex to integrate the interior and exterior spaces and give an open, airy feeling. The south chapel is attached to the administrative building by a canopy and is similar in character to the administrative building; however, the roof of the south chapel consists of several planes placed



VIEW 1



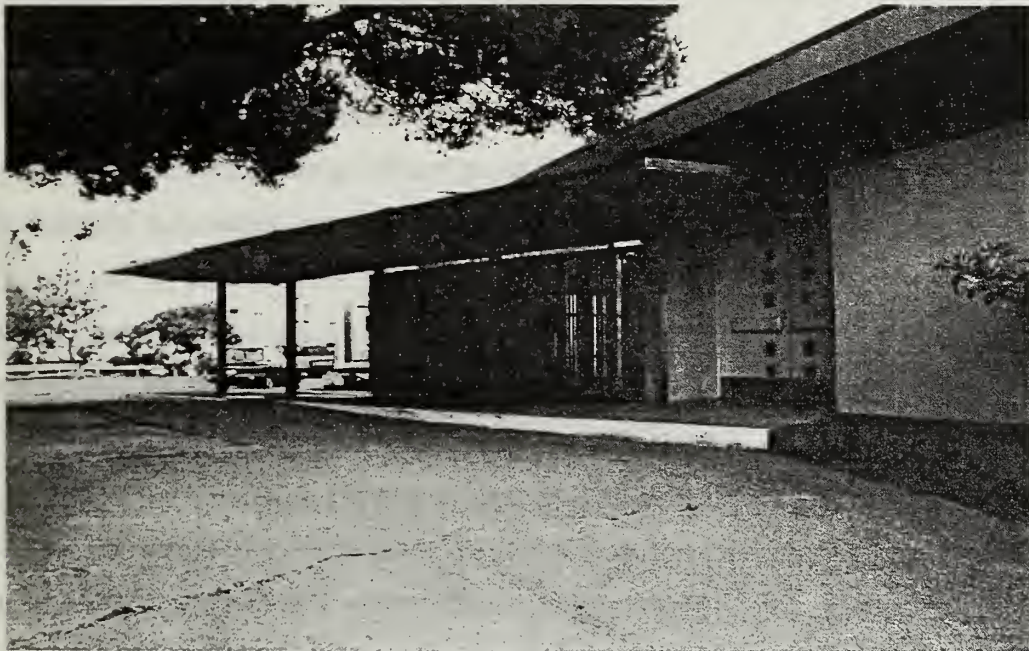
VIEW 2



EIP/10276.00, 5/20/99

SOURCE: EIP Associates

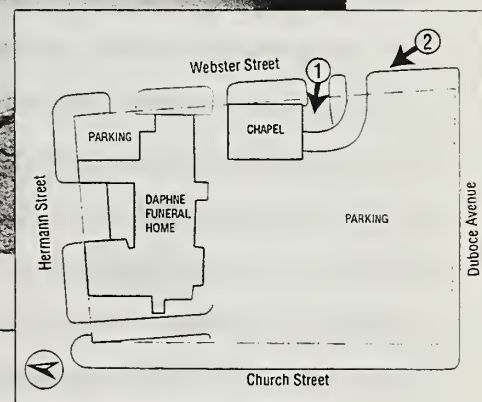
CHURCH STREET APARTMENTS
FIGURE 7: SITE VIEWS



VIEW 1



VIEW 2



EIP10276-00 5/20/99

SOURCE EIP Associates

CHURCH STREET APARTMENTS
FIGURE 8: SITE VIEWS

at differing heights with broad, projecting overhangs.³ Commission of the project was originally awarded to architect Frank Lloyd Wright, but the contract was terminated and the commission awarded to A. Quincy Jones after relations between Daphne and Wright soured.

Landscaping on the site was originally designed by San Francisco-based landscape architect Geraldine Knight Scott to complement and to integrate with Jones' design for the Daphne Funeral Home. A variety of native and exotic plants and trees and Japanese-influenced landscape features such as small stone shrines, private garden spaces, and a rock garden were introduced to the site. The existing rock outcropping at the southern edge of the site was preserved in the design. The original landscaping has been altered over time by the Daphne family and many of the original landscape features have been removed or replaced.

Extensive interior and exterior alterations to the structure were designed by Owen Jones (an associate of Quincy Jones) and overseen by A. Quincy Jones and Nicolas Daphne after a fire in 1967.⁴ The fire consumed more than 50% of the administration building, destroying most of the windows and the neon signage.⁵ During the reconstruction, distinct changes were made to the appearance of the Daphne Funeral Home. The smooth redwood siding on the administration building was replaced with redwood plywood with 2" x 2" vertical, rough-sawn battens attached and horizontal ribbon windows on the south-facing elevation were removed. The neon signage was not replaced. Inside the building, redwood walls were replaced with gypsum board and damaged terrazzo flooring was patched with concrete. In addition, circulation patterns were altered, additional offices replaced the original caretaker's quarters, and the roofline of the administration building was altered by reducing the overhang. A. Quincy Jones' original design for the complex included plans for an additional chapel, a large garden space between the existing and new chapels, and plans for a greenhouse; however, these plans were abandoned after the fire.⁶

The work of A. Quincy Jones is noted for its innovative design, use of materials, and relation of the building to landscaping. While his works in Southern California are more prevalent,

Jones designed a variety of building types throughout California and abroad, practicing from 1945 until the time of his death in 1979. During his career, Jones worked in partnership with notable Modernist architect Frederick Emmons and residential developer Joseph Eichler. Jones is best known in Northern California for his work with Eichler. The mass-produced post-war residential subdivisions designed for Eichler in Palo Alto and San Rafael (1951-1964), known as Eichler Homes, reflected unusual characteristics of that house type such as efficient open floor plans, quality materials and workmanship, and preservation of the natural qualities of the site. The Daphne Funeral Home was Jones' only commission for a mortuary.

PROJECT VICINITY

The residential character of buildings in the project vicinity generally reflects the development history and design features of the Victorian and Edwardian periods (1870-1910). Two- to four-story, single- and multi-family residences are adjacent to the project site along Church Street and Hermann Street. The architectural styles of these residences include Italianate, Eastlake, and classical revival styles. Common design characteristics in these residences include: a vertical emphasis resulting from narrow, 25-foot lot widths, flat roofs, wooden siding, bay windows, moldings and frames on all windows and doors, decorative cornices, and little or no setback from sidewalks. The project vicinity was spared from extensive damage from the 1906 earthquake and fire, leaving a number of properties which reflect the pre-earthquake annexation and development patterns of the early Western Addition and northern portions of the Mission District. The St. Francis Lutheran Church, at 152 Church Street, built in 1906 in Gothic Revival style, also reflects the historical context of the project vicinity. The 1936 U.S. Mint building, at 155 Hermann Street, reflects a more modern context and was built in the style frequently termed W.P.A. Moderne. The Safeway Store at Market and Church Streets, characterized by an arched concrete roof, was remodeled in 1997.

NATIONAL REGISTER OF HISTORIC PLACES

U.S. Department of Interior regulations (36 CFR 60.4) describe the criteria for listing on the National Register of Historic Places (National Register) as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that (a) are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or (d) that have yielded or may be likely to yield information important in history or prehistory.

For a building to be listed on either the local or the National Register it must qualify under at least one of the previous criteria, and it must demonstrate a minimum degree of architectural integrity - it must still be capable of conveying the information for which it was found eligible.

Section 106 of the National Historic Preservation Act examines federal undertakings for the potential to adversely affect historic properties. Section 106 Review allows for the federal agency, the SHPO, and other consulting parties to determine if there would be adverse effects and to consult to resolve any adverse effects on historic properties within the Area of Potential Effect (APE) prior to the approval of the expenditure of funds for the undertaking. As defined in 36 CFR 800.16, the APE is "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties." Historic properties are defined therein as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register." An adverse effect would alter the characteristics of a historic property qualifying for inclusion in or eligibility for the National Register in a way that would diminish the integrity of the property.

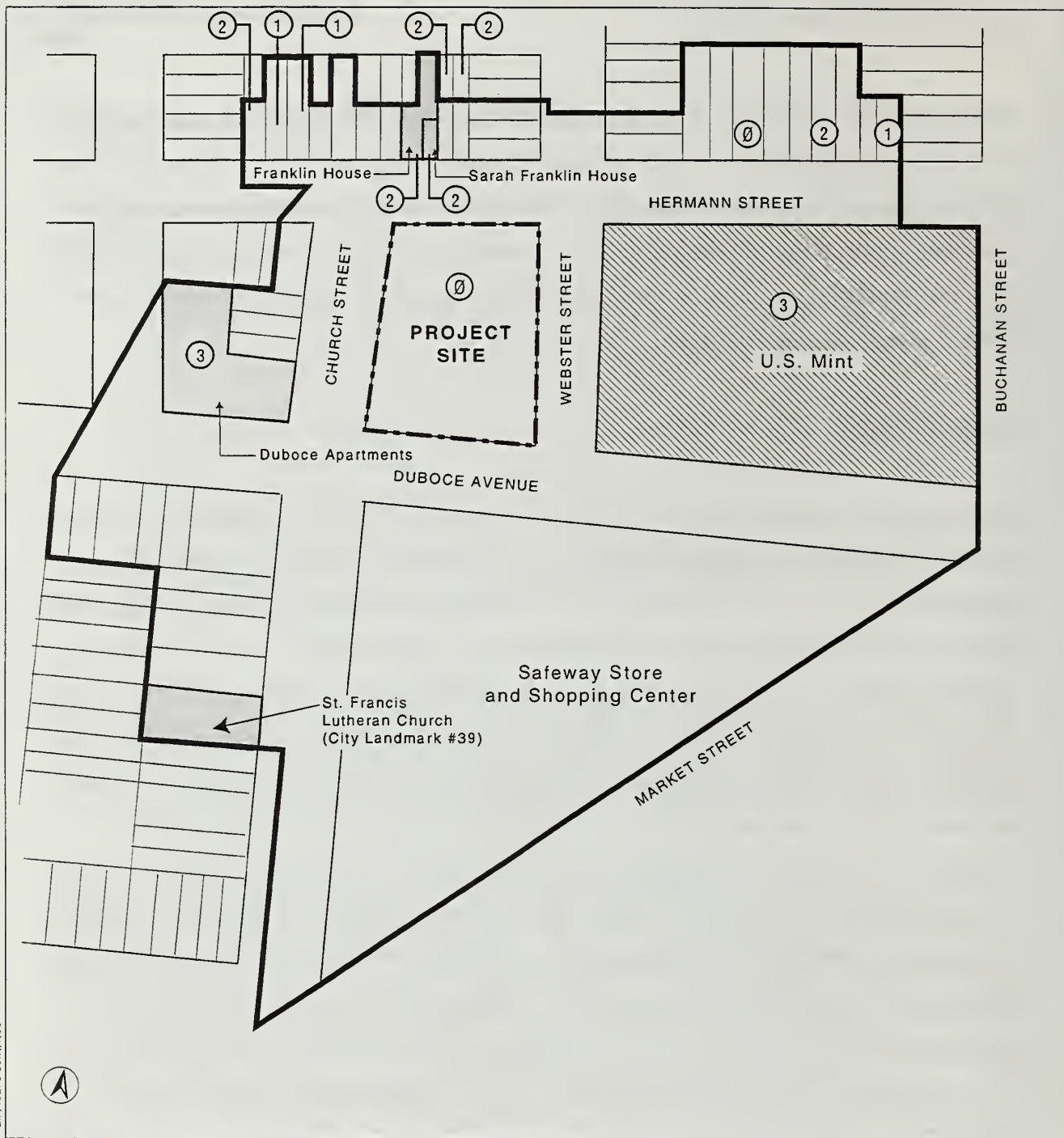
During the Section 106 process, the federal agency identifies undertakings which are subject to review, determines the APE, identifies historic properties, and applies the Criteria of Adverse Effect if historic properties are identified. The agency is required to make a reasonable and good faith effort to identify historic properties within the APE and to consult with the SHPO and other interested parties to resolve adverse effects, as defined by the Criteria of Adverse Effect, on historic properties identified.

Project Vicinity

Section 106 Review examines not only the project site but the APE, as may be influenced by the scale and nature of the undertaking. The APE for the Section 106 review of the proposed project was determined by Clark Historic Resources Consultants under direction from the State Office of Historic Preservation and the City's Section 106 Coordinator. For this project, the APE includes the site and those buildings within a half block to one block radius with a view of the proposed project site, a total of forty-three properties (see Figure 9). All properties in the APE have been studied to determine potential eligibility for the National Register. At least sixteen of the forty-three adjacent properties identified in the APE have been previously determined to be eligible for listing on the National Register as contributing structures to the potential Hayes Valley Historic District.⁷ Of those sixteen, the St. Francis Lutheran Church, the Franklin House at 230 Hermann, the Sarah Franklin House at 232-234 Hermann, and the Duboce Apartments at 400 Duboce are also considered eligible for individual listing on the National Register. The 1936 U.S. Mint building, adjacent to the project site across Webster Street, between Hermann Street and Duboce Avenue, is individually listed on the National Register.

Project Site

The Daphne Funeral Home was not considered eligible for listing on the National Register by HUD and local reviewers due to the recent age of the building, its failure to meet the National



SOURCE: EIP Associates

LEGEND

- PROJECT LOCATION INDIVIDUALLY LISTED ON THE NATIONAL REGISTER ELIGIBLE FOR INDIVIDUAL LISTING ON THE NATIONAL REGISTER
- 3 RATING IN THE 1976 DCP ARCHITECTURAL SURVEY AREA OF POTENTIAL EFFECT

CHURCH STREET APARTMENTS
FIGURE 9: AREA OF POTENTIAL EFFECT

Register standard of *Exceptional Importance* for resources less than 50 years old, and loss of integrity due to extensive alterations to the building.⁸ The Landmarks Preservation Advisory Board, at a hearing on April 21, 1999, concurred with the conclusion that the Daphne Funeral Home is ineligible for National Register listing due to the property's loss of historical integrity. On June 21, 1999, the State Historic Preservation Officer provided a letter to local reviewers stating "I cannot concur with your determination," suggesting that the building may be eligible for the National Register.⁹

Separate from the Section 106 process, a nomination of the property to the National Register has been submitted by San Francisco Architectural Heritage (Heritage), a private preservation organization, and is undergoing review by the State Office of Historic Preservation. The Heritage nomination, which will be considered by the State's Historical Resources Commission in early August of 1999, concludes that the Daphne Funeral Home may be eligible for listing on the National Register, based on Criteria B and C, as defined above. The National Register Registration Form discusses the property's associations with Nicholas Daphne, founder of the Daphne Funeral Home, and Nicolas Daphne's quotations in Jessica Mitford's book *The American Way of Death*, the 1963 New York Times Best Seller that examined the practiced financial exploitation by the funeral industry, to reflect the property's association with the lives of persons significant in our past under Criterion B.¹⁰ Criterion C is examined through the California Modernist/Bay Region Tradition architecture and landscape architecture of A. Quincy Jones and Geraldine Knight Scott, respectively. It is also noted that architect Frank Lloyd Wright was originally commissioned to design the Daphne Funeral Home but the contract was terminated by Nicolas Daphne after relations between Daphne and Wright soured.

OTHER LOCAL LISTINGS AND SURVEYS

The California Register of Historical Resources includes buildings and structures formally determined eligible and listed through procedures adopted by the SHPO, and also includes buildings previously determined eligible for listing in the National Register through a Federal

program such as Section 106. The Daphne Funeral Home will be considered listed on that Register if formally determined to be eligible for the National Register during the ongoing Section 106 process.

Between 1974 and 1976, the San Francisco Department of City Planning conducted a citywide inventory of the City's approximately 170,000 structures to determine their architectural importance. Both contemporary and older buildings were surveyed but historical associations were not included. An advisory review committee of architects and architectural historians determined that 20,000 of these buildings were eligible for inclusion based upon various factors including architectural design, urban design context, and overall environmental significance. These buildings represent roughly 10% of the City's entire building stock. These buildings are rated from a low of "0" to a high of "5." A rating of "0" is classified as "contributing" in the context of a group of structures but is not considered individually important. The Daphne Funeral Home received an overall rating of "0", meaning that its importance is contextual, or denoting "minor or no importance," individually.

The St. Francis Lutheran Church, at 152 Church Street, across the street from the project site south of Duboce Avenue, is listed as City Landmark No. 39. Buildings in the project vicinity included in the APE and surveyed in the 1976 DCP Architectural Inventory are listed in Appendix B.

IMPACTS

SIGNIFICANCE CRITERIA

A project is normally found to have a significant effect on architectural resources if it will substantially disrupt or substantially adversely affect a property of historic significance or conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the San Francisco Planning Code. CEQA Section 21084.1 states that "a project that may

cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” This section further defines “historical resource” as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources, and states that resources listed in a local register of historical resources “are presumed to be historically or culturally significant.” A “local register of historic resources” is defined in Public Resources Code Sec. 5020.1 as “a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.” A “substantial adverse change” is defined in Public Resources Code Sec. 5020.1 as “demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired.”

DEMOLITION OF THE DAPHNE FUNERAL HOME

The Daphne Funeral Home was designed by A. Quincy Jones and completed in 1954; the building has been altered over the last 30 years, and is currently in a somewhat deteriorated condition.¹¹ The building is not a designated City Landmark, is not within a designated Historic District, and is not subject to requirements of Article 10 or 11 of the City Planning Code.

As discussed above, due to the proposed use of federal funding, the proposed project is subject to review under Section 106 of the National Historic Preservation Act of 1966. Following a hearing by the San Francisco Landmarks Preservation Advisory Board, the Mayor’s Office of Housing on behalf of the Department of Housing and Urban Development (HUD) with the concurrence of the City, a Certified Local Government, prepared Section 106 documentation and analysis which concluded that the building is not eligible for the National Register of Historic Places.¹² On June 21, 1999, the SHPO provided a letter stating “I cannot concur with your determination,” suggesting that the building may be eligible for the National Register.¹³ The SHPO is currently reviewing a National Register registration form prepared and submitted by San Francisco Architectural Heritage. Heritage has submitted the Registration Form, which

is subject to review by the State's Historical Resources Commission, due to its belief that the building is eligible for the National Register. If the Section 106 process or Heritage's request for National Register eligibility results in a determination that the building meets National Register criteria, the building would then meet the definition of an "historical resource" and its demolition would be a significant environmental impact of the proposed project.

OTHER HISTORIC RESOURCES

The Section 106 Review noted that the proposed project would sufficiently address the architectural elements, scale, design, and height of surrounding residential properties, including the four properties identified as individually-eligible for the National Register and properties identified as eligible as contributing structures to the potential Hayes Valley Historic District to avoid a substantial adverse impact on historic resources within the APE. Other adjacent structures include the U.S. Mint building, set back over 75 feet from the project site across Webster Street, which is both physically distant and characteristically different from the project site. In the context of proximity to the potential historic district and historic buildings, the proposed demolition of the Daphne Funeral Home and construction of the 93-unit residential development would have no direct physical effect on these properties. The project would not have a substantial adverse impact on the integrity of the potential Hayes Valley Historic District or other adjacent architectural resources.

NOTES - Historic Architectural Resources

1. *Evaluation of Properties for Historic Significance, #1 Church Street Undertaking, San Francisco, CA 94114*, Clark Historic Resources Consultants, March 31, 1999.
2. The structure is also described as Modernist or California Contemporary. *Evaluation of Properties for Historic Significance, #1 Church Street Undertaking, San Francisco, CA 94114*, Clark Historic Resources Consultants, March 31, 1999, p. 21.
3. National Register of Historic Places Registration Form, Daphne's San Francisco Funeral Service, 1 Church Street, San Francisco, CA, prepared by San Francisco Architectural Heritage.

III. Environmental Setting and Impacts
A. Historic Architectural Resources
Impacts

4. A letter from Owen Jones, dated April 17, 1999, was read into the record of the Landmarks Preservation Advisory Board hearing on April 21, 1999; the letter states that, "every drawing sheet and every detail [of the post-fire reconstruction] was approved by Quincy Jones before being submitted for construction." According to the letter, Owen Jones, who had recently opened his own practice and was a former employee of A. Quincy Jones, was retained by Nicholas Daphne to undertake the post-fire reconstruction of the Daphne Funeral Home at the suggestion of A. Quincy Jones.
5. *Evaluation of Properties for Historic Significance, #1 Church Street Undertaking, San Francisco, CA 94114*, Clark Historic Resources Consultants, March 31, 1999, Index: Evaluation of Daphne Funeral Home as an Historic Property, p. 9.
6. *Evaluation of Properties for Historic Significance, #1 Church Street Undertaking, San Francisco, CA 94114*, Clark Historic Resources Consultants, March 31, 1999, Index: Evaluation of Daphne Funeral Home as an Historic Property, pp. 16-17.
7. The Appendix, Table 1. Key to APE Properties for One Church Street, San Francisco, CA of the Section 106 Evaluation prepared by Clark Historic Resources Consultants, lists structures determined eligible for listing on the National Register as contributing structures to the potential Hayes Valley Historic District to include: 122-124 Hermann Street; 128 Hermann Street; 140-142 Hermann Street; 156 Hermann Street; 57-59 Webster Street; 222-442 Hermann Street; 256-258 Hermann Street; 262 Hermann Street; 266-268 Hermann Street; 274-276 Hermann Street; 2 Church Street; 20-22 Church Street; 449 Duboce Avenue/9-11 Belcher Street; 425-429 Duboce Avenue; and 421 Duboce Avenue.
8. Request for Section 106 Review: Church Street Apartments, One Church Street, San Francisco, CA, letter from Marcia Rosen, Director, Mayor's Office of Housing and HUD Programs Certifying Officer for the City and County of San Francisco, to Gerald Green, Certified Local Government Representative, San Francisco Department of City Planning, April 2, 1999.
9. Daniel Abeyta, Acting State Historic Preservation Officer, Office of Historic Preservation, letter to Marcia Rosen, Director, Mayor's Office of Housing, City and County of San Francisco, regarding Development of Church Street Apartments, One Church Street, San Francisco, dated June 21, 1999.
10. The Section 106 Review notes that direct correspondence or association between Nicholas Daphne or the Daphne family and Jessica Mitford could not be confirmed. Furthermore, a letter was submitted to the Landmarks Preservation Advisory Board by Jessica Mitford's widower, Robert Treuhaft, which stated that Ms. Mitford had no personal or professional relationship with Mr. Daphne.
11. Alterations to the Daphne Funeral Home, including on-going landscaping changes and post-fire reconstruction of the administration building, have occurred since 1967.
12. *Evaluation of Properties for Historic Significance, #1 Church Street Undertaking, San Francisco, CA 94114*, Clark Historic Resources Consultants, March 31, 1999.
13. Daniel Abeyta, Acting State Historic Preservation Officer, Office of Historic Preservation, letter to Marcia Rosen, Director, Mayor's Office of Housing, City and County of San Francisco, regarding Development of Church Street Apartments, One Church Street, San Francisco, dated June 21, 1999.

B. TRANSPORTATION¹

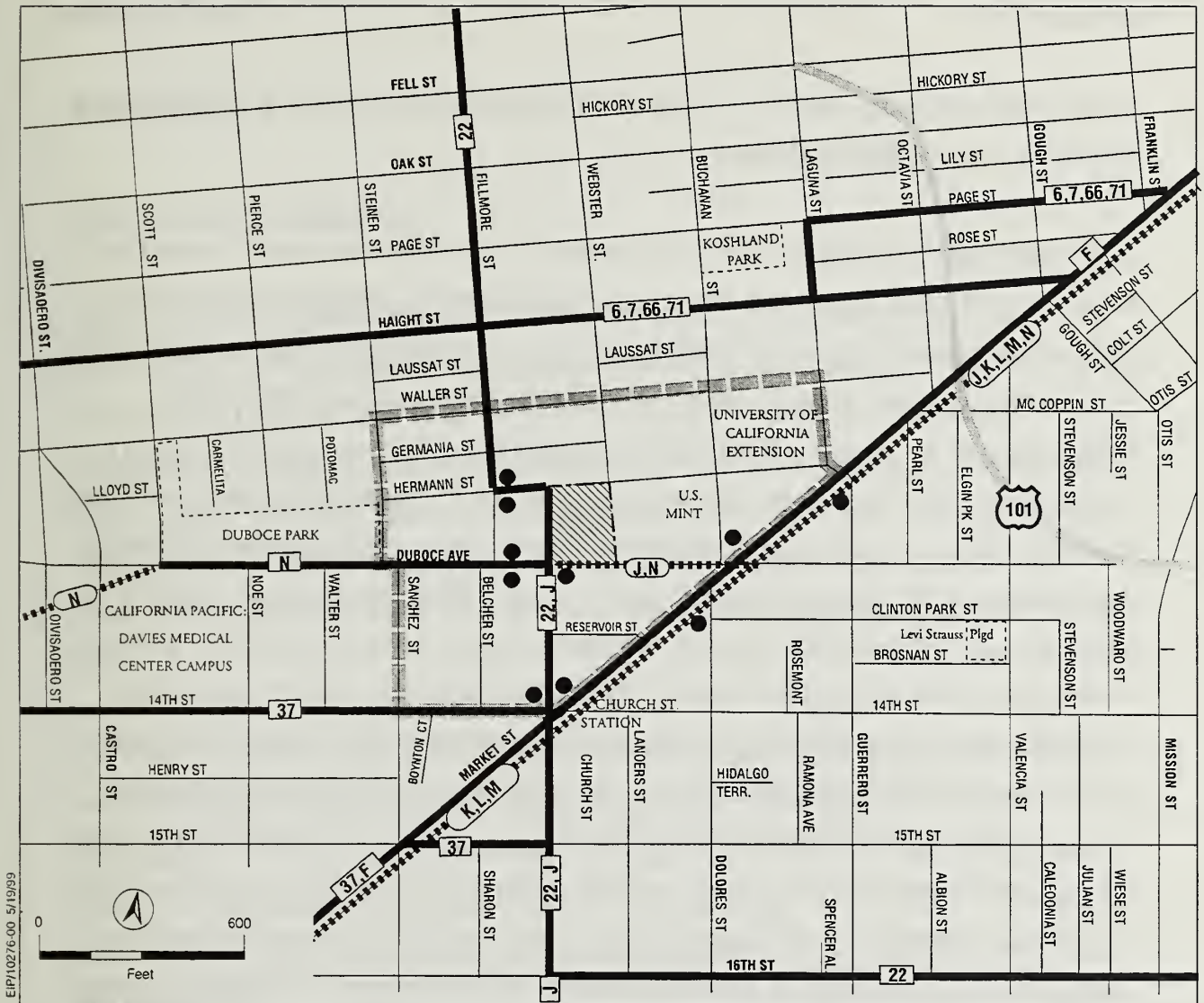
SETTING

REGIONAL ACCESS

In the project vicinity, Market Street between Castro and Steuart Streets is designated in the *Transportation Element* of the *San Francisco General Plan* as a Transit Preferential Street. Fell Street and Oak Street (between Franklin and Stanyan Streets), and Duboce Avenue (between Market Street and South Van Ness Avenue) are designated in the *Transportation Element* as Major Arterials. Fell and Oak Streets form a one-way couplet, with Fell Street carrying traffic westbound and Oak Street carrying traffic eastbound. The *Transportation Element* designates Hermann, Webster, and Buchanan Streets, and Duboce Avenue as Local Service Streets. Duboce Avenue, between Church Street and Market, is designated the Duboce Bikeway. Major intersections on Market Street are signalized; local street intersections are signalized or have stop signs.

The I-80 and US 101 freeways provide regional access to the project site and vicinity via Fell Street, Oak Street, and Duboce Avenue. East Bay and South Bay access to the site is from the Oak Street on-ramp and Fell Street off-ramp via Webster Street, and from the on and off-ramps at South Van Ness and Duboce Avenue. Vehicles traveling to and from the North Bay use various routes, including Divisadero and Fillmore Streets, to reach US 101 (at Lombard Street) and the Golden Gate Bridge.

The project site is served directly by San Francisco Municipal Railway's (MUNI) J-Church and N-Judah MUNI Metro lines as well as the 22-Fillmore crosstown bus, as shown in Figure 10. Three other MUNI Metro subway lines stop two blocks away at the Church Street Station; the F-Market historic streetcar line is available on Market Street. Five other surface bus lines stop within two blocks of the project site, on Haight Street and on 14th Street. Other transit



SOURCE: The Duffey Company

LEGEND

-  PROJECT LOCATION
-  PARKING STUDY AREA BOUNDARIES
-  37 SURFACE TRANSIT LINE
-  SUBWAY TRANSIT LINE
-  TRANSIT STOP

CHURCH STREET APARTMENTS
FIGURE 10: EXISTING TRANSIT IN PROJECT VICINITY

transit services, including BART, AC Transit, SamTrans, and Golden Gate Transit, are available via connecting MUNI lines.

An off-street parking supply and occupancy survey of a two-block radius area, bounded by Waller Street, Laguna Street, 14th Street, and Steiner Street, was conducted in mid-afternoon. The mid-afternoon period was used since the majority of surrounding uses are commercial and generate higher parking demand. Most of the on-street parking spaces in the area are unmetered, with the exception of the spaces on Market Street (61 spaces) and four spaces on Laguna Street. All of the unmetered spaces are within the “S” residential parking permit zone. Parking is limited to two hours on weekdays between the hours of 8:00 AM and 9:00 PM for those without an “S” residential parking permit. Street cleaning restrictions also apply to all streets for limited time periods during the weekday, primarily between the hours of 8:00 and 11:00 AM or 12:00 and 2:00 PM. Most of the parking meters have one-hour time limits. Approximately 724 on-street parking spaces are within this study area. Mid-day occupancy levels were found to average about 83 percent (ranging between 35 percent and 98 percent, except for Duboce Avenue, which was over capacity—i.e. , cars were observed parked in bus zones or other restricted areas). Occupancy rates on the streets immediately bordering the site ranged from 74 percent to over 100 percent, but Laguna and Fillmore Streets had occupancy rates in the 30 percent range. A limited number of cars were observed to be illegally parked over driveways or sidewalks throughout the study area, but illegal parking was not prevalent. Off-street parking in the study area includes two permit lots at the UC Berkeley Extension Campus with access from Laguna Street, and the Safeway parking lot with access at Reservoir. The Safeway lot is limited to store patrons, and one of the UC lots is permit parking only. The other UC lot is a paid parking lot open to the public with a mid-day observed occupancy level of 66 percent.

IMPACTS

SIGNIFICANCE CRITERIA

In San Francisco, a project typically is considered to have a significant effect on the environment if it would cause an intersection to deteriorate to an unacceptable level (from LOS D or better to LOS E or LOS F, or from LOS E to LOS F); interfere with existing transportation systems causing substantial alteration to circulation patterns or causing major traffic hazards; contribute substantially to cumulative traffic increases at intersections that would result in deterioration of traffic conditions to unacceptable levels; or contribute substantially to cumulative traffic increases at intersections already operating at unacceptable levels.

The City has no formally adopted significance criteria for potential impacts related to transit. In San Francisco, a project typically is considered to have a significant effect on the environment if it would cause a substantial project-specific or cumulative increase in transit demand which cannot be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating costs such that significant adverse impacts in transit service levels could result. A project also would have a significant effect on the environment if, when considering cumulative development in the area, it would contribute substantially to the deterioration of transit service or cause substantial conflict with transit operations.

Regarding parking, the City has a Transit First policy and a level of transit availability that exceeds all other areas in the State. San Francisco's General Plan policies emphasize the importance of public transit use and discourage the provision of facilities which encourage automobile use. For example, drivers that could not find available nearby parking would park farther away or switch travel modes to transit or carpools. Therefore, creation of parking demand which cannot be met by existing or proposed parking facilities would not be

considered a significant environmental effect. Data on unmet parking demand is presented for informational purposes and may inform decisions regarding project approval actions. Also, the City would generally consider whether the unmet parking demand would result in other significant physical effects.

With regard to pedestrian and bicycle impacts, a project would be considered to have a significant effect on the environment if it were to result in substantial pedestrian overcrowding on public sidewalks or crosswalks creating an unacceptable pedestrian LOS; or create particularly hazardous conditions for pedestrians. Generally, construction-period transportation impacts would not be considered significant because they would be temporary.

PROJECT ANALYSIS

The proposed project is estimated to generate a total of approximately 1,130 daily person-trips, of which about 188 person trips (16.6% of daily person trips) would occur during the PM peak hour (4:30 to 5:30 PM). The number of daily person trips includes all travel to and from the project site in autos, on public transit, and by foot, and by other modes such as bicycles and taxis. Table 1 shows the projected daily PM peak-hour trips by mode expected to be generated by the project. The proposed project is estimated to generate about 94 PM peak hour trips by auto, 48 trips inbound to, and 46 trips outbound from, the site. These auto trips would be a combination of drive-alone vehicle trips and carpool vehicle trips. Vehicle trips are estimated to total about 59 in the PM peak hour, about 30 inbound vehicles and 29 outbound vehicles.

Traffic Impacts

Existing traffic operations in the area were characterized using a PM peak hour level of service (LOS) analysis at two signalized intersections on Market Street: at Laguna/Market/

TABLE 1
PROJECT PEAK-HOUR TRAVEL MODE

Travel Mode	Proposed Project	PM Peak Hour Person-Trips
Auto	50%	94
Transit	29%	54
Walk	13%	24
Other	8%	16
TOTAL (rounded)	100%	188

Source: The Duffey Company

Guerrero and Church/Market/14th, and at the stop-sign controlled intersections of Webster/Hermann, Church/Hermann, and Church/Duboce. This analysis provides a standardized means of rating an intersection's operating conditions on the bases of traffic volumes, intersection capacity and delays. The LOS scale is from LOS A (free-flow conditions with little or no delay) to LOS F (congested conditions with extremely long delays); LOS D is considered the lowest acceptable level in San Francisco.

As shown in Table 2, four of the five intersections currently operate at acceptable (LOS D or better) levels during the PM peak hour, and would continue to do so with the addition of project-generated traffic, with no deterioration in level of service. The additional average delay experienced at the key intersections would be about one second or less per vehicle. The fifth intersection, Church/Market/14th, currently operates at LOS E; the project would not add any delay to this intersection, nor would it change the level of service at this intersection.

Cumulative (2010) traffic conditions were analyzed assuming traffic growth at the study intersections of 1.0 percent per year. As shown in Table 2, the three unsignalized study intersections would be expected to continue operating at acceptable levels of service through 2010. Two of the intersections, Laguna/Market/Guerrero and Church/Market/14th, would deteriorate to LOS E and LOS F, respectively, which is considered to be unacceptable. These

TABLE 2
PM PEAK HOUR INTERSECTION LEVEL OF SERVICE^a

Intersection	Existing (1998/9)		Existing Plus Project		Future Year 2010 Cumulative	
	Delay		Delay		Delay	
	(sec/veh)	LOS ^b	(sec/veh)	LOS ^b	(sec/veh)	LOS ^b
Laguna/Market/Guerrero	27.4	D	28.5	D	54.3	E
Webster and Hermann ^c	2.4	B	2.7	B	3.1	B
Church and Hermann ^c	10.7	C	11.1	C	14.1	C
Church and Duboce ^c	4.3	A	4.4	A	5.5	B
Church/Market/14th	52.1	E	52.1	E	> 60.0	F

sec/veh = seconds per vehicle delay

a. The 4:30 to 5:30 PM peak hour which occurs during the 4 to 6 PM peak-period.

b. Level of Service (LOS) determined by the *1985 Highway Capacity Manual* (Updated 1994), Chapter 9.

c. Unsignalized intersections.

Note: Delay is expressed as an average delay in seconds per vehicle. For the unsignalized intersections, the LOS indicates the approach that experiences the greatest delays. The delay is the average delay for all motorists traveling through the intersection.

Source: The Duffey Company

intersections would deteriorate whether or not the proposed project is implemented, and proposed project traffic would represent about 6% of the increase in traffic volume for Laguna/Market/Guerrero (0.6% of the total traffic through this intersection) and 2% of the increase in traffic volume for Church/Market/14th (less than 0.1% of the traffic through this intersection) in 2010. The proposed project's contribution would not be regarded as "considerable," and therefore would not be considered a significant impact.

Cumulative transportation impacts at Laguna/Market/Guerrero could be addressed by striping two travel lanes on the Laguna Street southbound approach, a shared-through left and shared-through right turn lanes; and removing parking to create a right-turn only lane on westbound Market Street. Cumulative transportation impacts at Church/Market/14th could be addressed by prohibiting left turns from Market to Church and 14th Streets during the PM peak hour.

Transit Impacts

The proposed project is estimated to generate approximately 54 new transit trips (about 28 inbound and 26 outbound) during the PM peak hour. Because most of the transit trips would be traveling to destinations within San Francisco, and even those trips traveling to destinations outside San Francisco would need to make connections to regional transit systems via MUNI, it was assumed that all project transit trips would be made on MUNI, including those that would also be made on another transit carrier. The 12 MUNI routes that serve the project area currently operate with an aggregate PM peak period capacity utilization of at least 80 percent. A 70 to 80 percent capacity utilization of existing service assumes standees on MUNI vehicles and an 80% and above capacity utilization is generally considered "above capacity." Crowding on individual MUNI vehicles may be greater than that represented by the capacity utilization ratios. Outbound travel on the MUNI Metro system during the PM peak hour is crowded, often at crush loads, and the addition of new trips to the system would compound the already crowded conditions; however, the additional riders generated by the project would be dispersed among several transit lines and would not measurably affect existing service on any one line. The proposed project would contribute a small number of total trips and thus would result in an incremental increase in capacity utilization. Future cumulative growth in San Francisco, without the project, would result in many MUNI lines operating near or in excess of the capacity standard of 100 percent, and would be considered a significant cumulative impact on transit service. However, the project's contribution to this cumulative effect would not be regarded as "considerable," and therefore would not be considered a significant impact under CEQA.

The Church Street Apartments will be constructed within 11 feet of Muni overhead wires located near Webster Street in the Duboce Avenue right-of-way. The project sponsor is coordinating with Muni to address potential safety concerns associated with the proximity of the overhead wires in relation to the residential use.

Parking and Loading Impacts

The proposed project is estimated to generate a long-term parking demand for approximately 79 parking spaces, and short-term parking demand for about 7 equivalent daily spaces, for a total parking demand of about 86 daily spaces. This demand could be accommodated by the 94 parking spaces to be provided on-site. Although dedicated for residential use, the project sponsor could designate some of the residential parking spaces for use by patrons of the proposed retail use and child care center.

Based on the San Francisco Planning Code (Sections 151 - 155), the proposed project is required to provide up to 94 off-street parking spaces (including four disabled spaces), plus four bicycle parking spaces. The project would provide 94 parking spaces, including 4 spaces designated for disabled use, two spaces on each parking level. Four bicycle parking spaces would be provided near the storage areas on Level 1. Therefore, the project would not have any adverse effect on on-street parking conditions.

The San Francisco Planning Code requires an off-street loading space for office and residential uses exceeding 100,000 gross square feet. Retail and other uses involving the handling of goods require a loading zone if the uses occupy over 10,000 gross square feet. No loading zone would be required for the proposed project. Service vehicle delivery and loading demand were calculated using the Guidelines for Environmental Review: Transportation Impacts. The combined uses on the site would generate about 8.5 service vehicle trips a day. The freight loading demand during an average hour would be 0.4 spaces and 0.5 spaces during a peak hour. The proposed project would not have an adverse effect on freight loading since off-street loading is not required by code, and the estimated demand is less than one space for the peak hour. Designation of an on-street yellow zone to accommodate service vehicle demand would address these less-than-significant effects without creating significant impacts to street circulation.

Child Care Center Pick-Up and Drop-Off

The proposed project would involve drop-off and pick-up for the child care center. About 18 of the 36 children associated with the child care center would not be residents. The project sponsor has proposed a curbside passenger loading zone (white zone) be designated on Webster Street to accommodate parent pick-up and drop-off. Provision of the passenger loading zone on Webster Street would minimize the potential effects on the adjacent street system associated with the child care pick-up and drop-off activity. Creation of a curbside loading zone is subject to review and approval by the City's Department of Parking and Traffic. Webster Street is a dead-end street in the project vicinity and experiences limited existing traffic on this street. For this reason, significant conflicts or safety hazards would not be expected to occur whether or not a curbside loading zone is established.

Bicycle and Pedestrian Impacts

The proposed project is estimated to generate a total of about 16 "other" PM peak hour trips including bicycle trips, and about 78 PM peak hour combined walk and transit trips. The sidewalks bordering the project site have little foot traffic and would be able to accommodate the additional trips generated by the project site. The number of pedestrians at the Church Street and Duboce Avenue intersection would increase due to the retail use on the project site and to the increase in transit patrons generated by the proposed project. The additional pedestrians may increase the delays experienced by autos and transit vehicles; due to the small increase in the number of pedestrians, the potential delays would not be considerable. The proposed project is estimated to generate a limited number of additional trips crossing Hermann Street at Webster Street. The existing conflicts between pedestrians and vehicles at this intersection could be compounded. Due to the fact that this is not a primary walking route for proposed project occupants and due to the limited number of additional crossings, the potential increase in conflict would not be considerable. This less-than-significant effect of the project could be addressed by the provision of a painted crosswalk at the western side of

Hermann Street (across Webster) and/or installation of a stop sign on westbound Hermann Street (at Webster).

Construction Impacts

Proposed project construction is tentatively scheduled to begin in the spring of 2000 and be completed by the latter part of 2001. Total duration of construction is anticipated to be approximately 16 months. Temporary and intermittent transportation impacts would result from truck movements to and from the project site during demolition, excavation and construction activities associated with construction of the proposed project buildings.

Closure of the adjacent sidewalks on Hermann and Webster Streets during proposed project construction would be required. A protected pedestrian walkway would be provided on Church Street adjacent to the project site. Typical hours for a weekday construction work shift (7:00 a.m. to 3:30 p.m.) do not occur during the PM peak hour of traffic, and therefore construction truck traffic would have minimal impact on peak hour intersection operations.

The greatest number of construction workers would be about 50 workers per day during the five months of peak construction activity. Parking of construction workers' vehicles would temporarily increase occupancy levels in off-street parking lots, either by those vehicles or by vehicles currently parking in on-street spaces that would be displaced by construction workers' vehicles.

As discussed above, the proposed project would not result in a significant impact on transportation, circulation or parking due to the temporary and intermittent nature of the construction activity and the limited amount of total activity.

NOTES - Transportation

1. The Duffey Company, *Church Street Apartments Transportation Report*, June 22, 1999. This report is on file and available for public review at the Planning Department, 1660 Mission Street, Fifth Floor.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the project. Some of these measures have been, or would be, adopted by BRIDGE, its architects, or its other contractors and, therefore, are proposed as part of the project; some are under consideration. Implementation of some measures may be the responsibility of public agencies. Measures under consideration may be required by the City Planning Commission as conditions of project approval, if the project were to be approved, as long as the measures fall within the jurisdiction of the particular approving body.

Each mitigation measure and its status is discussed below. Mitigation measures from the Initial Study (see Appendix A, pp. A.1a-A.36) are preceded by an asterisk (*) and are proposed as part of the project.

A. HISTORIC ARCHITECTURAL RESOURCES

As discussed in Chapter III.A, Historic Architectural Resources (p. 38), in the event the Daphne Funeral Home building is formally determined to be eligible for the National Register, a significant unavoidable impact would occur. This potentially significant impact would be reduced (though not eliminated) through the implementation of the following mitigation measure:

1. Prior to demolition, prepare a "Historical American Building Survey," including the precise recording of the structure through measurements, drawings, and photographs. Upon completion, provide a copy of the report to the San Francisco Planning Department, San Francisco Public Library (Main Library), the President of the San Francisco Landmarks Preservation Advisory Board, and the Northwest Information Center.

B. TRANSPORTATION

Project development would not result in significant transportation impacts; therefore, no mitigation measures have been identified for the project.

C. AIR QUALITY / CLIMATE

- *2. The project sponsor would require the contractor(s) to spray the site with water during excavation and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during excavation and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

D. HAZARDS

- *3. The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.
- *4. Prior to any demolition or excavation at the project site, surveys would be conducted to identify any potentially hazardous materials in existing buildings, building materials, and soils. At a minimum, these surveys would identify any asbestos, polychlorinated biphenyls, lead, mercury, and other hazardous materials that would require removal and disposal before demolition or construction. Such surveys would be reviewed by the San Francisco Department of Public Health (SFPDH). If deemed necessary by SFPDH, the project sponsor would prepare a site-specific/project-specific health and safety plan which would be required to be submitted for review and approval by the SFPDH at least two weeks before any soil on the site is moved. The Health and Safety Plan would be prepared by a safety officer professional with appropriate certification

and training. Wherever former site uses or site reconnaissance observations reported in the Phase I Environmental Site Assessments suggest the potential for underground storage tanks or related piping to be present, magnetic surveys or other appropriate surveys would be conducted to locate underground storage tanks. If any are identified, the San Francisco Department of Public Health would determine whether they must be removed or whether they may be closed in place. These surveys would be completed by a Registered Environmental Assessor (REA) or a similarly qualified individual.

E. ARCHAEOLOGICAL RESOURCES

- *5. Should evidence of archaeological resources of potential significance be found during ground disturbance, the project sponsor shall immediately notify the Environmental Review Officer (ERO) and shall suspend any excavation which the ERO determined could damage such archaeological resources. Excavation or construction activities which might damage discovered archaeological resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor shall select an archaeologist to assist the ERO in determining the significance of the archaeological find. The archaeologist shall prepare a draft report containing an assessment of the potential significance of the archaeological find and a recommendation for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program; additional on-site investigations by the archaeologist; and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist shall prepare a draft report documenting the archaeological resources that were discovered and an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, the archaeologist shall send copies of the final reports directly to the President of the Landmarks Preservation Advisory Board, and the California Archaeological Site Survey, Northwest Information Center. Three copies of the final reports shall be submitted to the ERO, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

V. OTHER CEQA CONSIDERATIONS

A. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100 (b)(2)(A) of the California Environmental Quality Act (CEQA), and Section 15126(b) of the State CEQA Guidelines, the purpose of this chapter is to identify significant impacts that could not be eliminated or reduced to an insignificant level by implementing mitigation measures included as part of the project or by other mitigation measures that could be implemented, identified in Chapter IV, Mitigation Measures, p. 51. This chapter is subject to final determination by the City Planning Commission as part of its certification process for the EIR. If necessary, this chapter will be revised in the Final EIR to reflect the findings of the City Planning Commission.

In the event that the Daphne Funeral Home is formally determined to be eligible for the National Register demolition or substantial alteration of the building would constitute a significant unavoidable impact. A mitigation measure to reduce (but not eliminate) this impact is included in Chapter IV. Traffic volumes and transit loadings in the site vicinity are projected to increase with or without implementation of the proposed project. Cumulative increases in traffic congestion could in turn lead to a degradation of air quality. The project's incremental contribution to these potential cumulative effects would not be regarded as "considerable" or significant.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with those alternatives. The project decision-makers could approve an alternative instead of the proposed project, if that alternative would reduce or eliminate significant impacts of the project and is determined to be feasible. The determination of feasibility will be made by project decision-makers on the basis of substantial evidence in the record which shall include, but not be limited to, information presented in this EIR and in comments received on the Draft EIR.

Alternatives were selected that would reduce identified impacts of the proposed project while meeting the objectives of the project sponsor. As discussed in Chapters IV and V, demolition of the Daphne Funeral Home building would constitute a significant impact in the event the building is determined to be potentially eligible for the National Register. Development alternatives address retention or preservation of all or portions of the Daphne Funeral Home building but not the site as a whole. The following alternatives are evaluated: a No-Project Alternative, a Re-Use and Reduced Development Alternative, and two Preservation Alternatives retaining the Daphne Funeral Home pursuant to *The Secretary of the Interior's Standards for Treatment of Historic Properties*. One would reduce the amount of development on the site and one would develop the same number of residential units in a taller building. Other alternatives, with a variety of residential densities and building configurations, could also be considered by decision-makers as these other alternatives would be "bracketed" by the range of alternatives described herein.

No alternative sites have been identified within San Francisco where the project could be constructed, and the project sponsor's objectives could be met, including creating a transit-oriented development adjacent to six Muni lines, major shopping and retail stores, parks, schools, churches, libraries, and community centers. Other alternatives, including alternative sites, were considered and rejected by BRIDGE Housing Corporation in favor of the proposed

project. The proposed project site contains characteristics favorable for the development of affordable housing in San Francisco: it is a substantially-sized site (about 1 acre), under single ownership, is currently underutilized relative to existing zoning, and includes easy access to transit and retail services.

Project decision-makers are required to adopt a project alternative (the environmentally superior alternative) that would eliminate or reduce identified significant impacts unless the alternative is determined to be infeasible based on substantial evidence in the record. In the event the Daphne Funeral Home building is determined to be an historical resource, the Preservation Alternatives (Alternatives C and D) would be the environmentally superior alternatives.

A. ALTERNATIVE A: NO PROJECT ALTERNATIVE

DESCRIPTION

The No Project Alternative would entail no change at the project site. The proposed project — 93 units of affordable housing, community uses, and retail space — would not be built. The existing Daphne Funeral Home building and surface parking areas would remain. Mortuary operations with about ten employees could continue indefinitely, although the current owners plan to cease operations in the near future, or other uses could be established at the site. The parking lot at the south end of the property likely would continue to be used as a Christmas tree lot during December.

IMPACTS

If the No-Project Alternative were implemented, none of the potential impacts associated with the proposed project would occur. The existing buildings would not be demolished and landscaping along Webster Street and Hermann Street would not be removed and replaced. The serpentine bedrock slope faces would remain, excavation for structured parking would not

occur; and the topography of the site would not be altered. The environmental characteristics of this alternative would be generally as described in the environmental setting sections of Chapter III and in the Initial Study (see Appendix A, p. A.1a). Land use, site views, and shadow and wind conditions would not change. The existing two-story building and one-story chapel would remain on the northeast corner of the property and would continue to be screened behind clusters of 60-foot tall elm and olive trees and an 80-foot tall eucalyptus tree. Future transportation conditions described as base conditions with cumulative development would occur (see Chapter IV), but without the proposed project. Mortuary uses, including embalming, viewing, and services at the chapel, could continue with onsite employment of about ten employees. This alternative would not meet the project sponsor's objectives and would not preclude the possible demolition of the Daphne Funeral Home building in the future. Under existing zoning, another development could be considered for this location. As the site is zoned for neighborhood commercial uses, it could be developed in the future under the existing NC-3 (Moderate-Scale Neighborhood Commercial) District controls and could include commercial uses of 160,000 sq. ft. (3.6:1 FAR) such as retail and restaurant uses, about 74 dwelling units, or up to 110 units as a Planned Unit Development, or a mix of residential and commercial uses.

B. ALTERNATIVE B: RE-USE AND REDUCED DEVELOPMENT ALTERNATIVE

DESCRIPTION

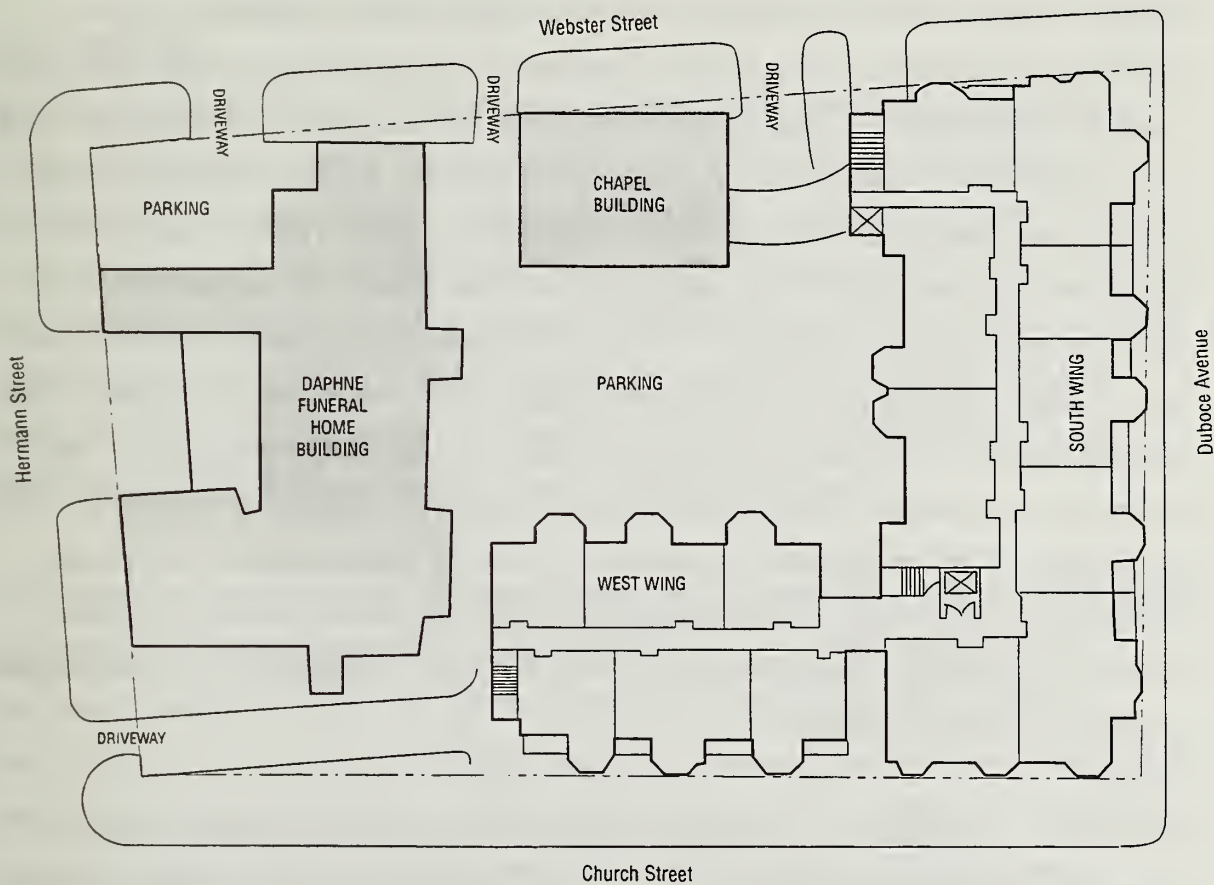
The Re-Use and Reduced Development Alternative would reuse the Daphne Funeral Home building to accommodate up to 10 dwelling units and construct 45 additional units on the southern portion of the site. This alternative would not include a computer learning center, community room, child care, or retail space. One level of parking for 38 vehicles would be provided; this alternative would require an exception to parking requirements that would usually apply. The new buildings would not exceed the 40-foot height limit. The new

buildings would form an “L” shape along Church Street and Duboce Avenue, as shown in Figure 11.

Reuse of the Daphne Funeral Home building, rather than demolition, would retain some of the spatial relationships on the northern portion of the site; however, residential uses would require substantial alteration to the exterior facade of the two-story building. The chapel would be demolished or would be integrated with the main building with the addition of connecting walls. Existing landscaping would be removed and replaced. Reuse would strip the interior of the Daphne building down to the framing, and would require reconfiguration of the exterior doors and windows, interior rooms, and corridors. Furthermore, extensive structural work would be required in order to conform with current seismic, life safety and other building code requirements for residential use.

IMPACTS

The Re-Use and Reduced Development Alternative would develop 55 units rather than the project's 93 units, with an associated reduction in the number of residents and visitors, and vehicles at the site. About half of the site would be developed with three and four-story buildings and half of the existing site layout would remain physically unchanged with retention of the primary building. Retention of the layout of the Daphne Funeral Home building (building footprint and some driveways) would respond to concerns about the demolition of this example of International Style architecture. If the Daphne building is determined to be an historical resource, this alternative would reduce impacts to the Daphne building compared to the demolition proposed under the project. However, seismic and life safety renovation work required for residential uses would consequently require extensive changes to the interior layout and exterior facade of the building, which would substantially alter the original structure, resulting in a significant impact. For example, exterior windows would need to be lowered for residential use. This alternative would reduce but not eliminate the significant impact associated with the proposed demolition of the building if that building is determined to be an historical resource.



EXISTING

SOURCE Bamhart Associates Architects Inc.

CHURCH STREET APARTMENTS
FIGURE 11: SITE PLAN FOR ALTERNATIVES B,C, AND D

This alternative would reduce the types and the intensity of uses at the site compared to the proposed project. There would not be a child care center, or the 18 additional children associated with the center that would not be residents. There would not be a community room, computer learning center, or retail space, nor the employees and visitors associated with those uses. The alternative would change the visual appearance of a portion of the site, retaining views of the project site from across Hermann Street and portions of Church and Webster Street, however changes to existing landscaping, particularly the 60-80-foot tall trees along Hermann Street, would be noticeable. The new development on the southern portion of the site would be consistent with the residential buildings on the west across Church Street, and with the commercial buildings across Duboce Avenue. As with the proposed project, this alternative would not have a negative effect on visual quality or degrade or obstruct views from public areas. With this alternative, the objective to develop 93 units of quality affordable housing with onsite social services would not be met and the cost per unit would increase, reducing affordability. The project sponsor believes that the overall quality of the development would be substantially reduced.

The less-than-significant traffic effects generated by the project would be reduced under this alternative. Based on the project estimated demand, demand for parking associated with this alternative would be met with the development of the 38 parking spaces; there would not be additional demand generated from the other uses of the proposed project. However, the amount of parking would not comply with the Planning Code requirement of 55 spaces for such a project. The Re-Use and Reduced Development Alternative would reduce non-significant transportation impacts compared to the proposed project. This alternative would contribute about one-half of the traffic contributed by the proposed project.

C. ALTERNATIVE C: PRESERVATION AND REDUCED DEVELOPMENT ALTERNATIVE

DESCRIPTION

The Preservation and Reduced Development Alternative would restore the Daphne Funeral Home building and a portion of the site in accordance with *The Secretary of the Interior's Standards for Treatment of Historic Properties*, with limited community room uses. On the southern portion of the site, 45 units would be developed. This alternative would not include child care or retail uses; one level of parking for 38 vehicles would be provided. The project would require an exception to parking requirements that would usually apply. The new buildings would not exceed the 40 foot height limit. The new buildings would form an "L" shape along Church Street and Duboce Avenue, as shown in Figure 11.

Preservation of the Daphne Funeral Home building on the project site would retain part of the landscaping and parking, and would preserve the exterior and interior facades, window treatments, floor plan, ramps, and other major features of the Daphne Funeral Home, as designed by A. Quincy Jones. The chapel would be retained and the breezeway connecting the two buildings would remain intact. Existing landscaping would be modified to account for the overgrown nature of some vegetation. Preservation of the existing building and new construction on the southern portion of the site would retain some but not all of the originally designed spatial relationships.

IMPACTS

The Preservation and Reduced Development Alternative would develop less than half the units of the proposed project with limited community room uses in a preserved building on the northern portion of the site. Compared to the proposed project, this alternative would generate half the number of residents, and less than half the number of vehicles associated with the proposed project. About half of the site would be developed with three- and four-story buildings and over half of the site would be preserved with the existing funeral home building,

chapel, and surface parking. Preservation of the layout, landscaping, and the Daphne Funeral Home building would avoid the demolition of this example of International Style architecture although the original layout of the site as a whole would be modified. If the Daphne building is determined to be an historical resource, this alternative would avoid the proposed project's potentially significant impact. This alternative would reduce the types and the intensity of uses at the site compared to those of the proposed project. There would not be a child care center, or the 18 additional children associated with the center. There would not be computer learning uses or retail space, or the employees and visitors associated with those uses. Community room use would be limited due to the types of uses that could be accommodated within the mortuary-specific design of the building, which includes small meeting and work spaces. The alternative would change the visual appearance of the southern portion of the site, retaining existing views of the project site from across Hermann Street and portions of Church and Webster Street. The new development would be consistent with the residential buildings on the west across Church Street. As with the project, this alternative would not have a negative effect on visual quality or degrade or obstruct views from public areas. With this alternative, the objective to develop 93 units of quality affordable housing with onsite social services would not be met and the cost per unit would increase, reducing the affordability of the housing. The project sponsor believes that the overall quality of the development would be substantially reduced.

The Preservation and Reduced Development Alternative would reduce by more than half the less-than-significant transportation impacts of the proposed project. Based on the project estimated demand, demand for parking associated with this alternative's residential uses and community room space would be met with the development of the 38 parking spaces; there would not be additional demand generated from the other uses, including the child care center and the retail uses of the proposed project. However, the amount of parking would not comply with the Planning Code requirement of 45 spaces for such a project. The Preservation and Reduced Development Alternative would reduce non-significant transportation impacts compared to the proposed project. This alternative would contribute less than one-half of the traffic contributed by the proposed project.

Variant

A variant of Alternative C would be the development of residential uses as described above with the sale of the Daphne Funeral Home building. In this variant, restoration, preservation, and re-use of the Daphne building could be completed by another party which has not been identified. This variant would also avoid potentially significant impacts associated with building demolition.

D. ALTERNATIVE D: PRESERVATION AND TALLER DEVELOPMENT ALTERNATIVE

DESCRIPTION

The Preservation and Taller Development Alternative would restore the Daphne Funeral Home building and a portion of the site in accordance with *The Secretary of the Interior's Standards for Treatment of Historic Properties*, with limited community room uses. On the southern portion of the site, 93 units would be developed. The alternative would not include child care or retail space; one level of parking for 38 vehicles would be provided. The new buildings would be seven stories tall and would require a height district reclassification to 65 feet from the 40-foot height limit, and would require an exception to parking requirements that would usually apply. The new buildings would form an "L" shape along Church Street and Duboce Avenue, as shown in Figure 11.

Preservation of the Daphne Funeral Home building on the project site would retain part of the landscaping and parking, and would preserve the exterior and interior facades, window treatments, floor plan, ramps, and other major building features of the Daphne Funeral Home, as designed by A. Quincy Jones. The chapel would be retained and the breezeway connecting the two buildings would remain intact. Existing landscaping would be modified to account for the overgrown nature of some vegetation. Preservation of the existing building and new

construction on the southern portion of the site would retain some but not all of the originally designed spatial relationships.

IMPACTS

The Preservation and Taller Development Alternative would develop the same amount of units as the proposed project with limited community room uses in a preserved building on the northern portion of the site. Compared to the proposed project, this alternative would generate about the same number of residents, and slightly less than the number of vehicles associated with the proposed project. About half of the site would be developed with seven-story buildings and over half of the site would be preserved with the existing funeral home building, chapel, and surface parking. Preservation of some of the layout, landscaping, and the Daphne Funeral Home building would avoid the demolition of this example of International Style architecture. If the Daphne building is determined to be an historical resource, this alternative would avoid the proposed project's potentially significant impact. This alternative would reduce the types of uses and maintain about the same intensity of uses, although on about half the amount of land, compared to those of the proposed project. There would not be a child care center, or the 18 additional children associated with the center that would not be residents. There would not be computer learning uses or retail space, or the employees and visitors associated with those uses. Community room use would be limited due to types of uses that could be accommodated within the mortuary-specific design of the building, which includes small meeting and work spaces. The alternative would retain views of the existing structures on the northern portion of the site from across Hermann Street and from portions of Church Street and Webster Street. The alternative would change the visual appearance of the southern portion of the site from views of the project's four-story building to this alternative's seven-story building. The new development would be about three stories taller than the adjacent residential buildings on the west across Church Street. The building would be about the same height as the steeple of St. Francis Church, however, the height and bulk of the seven-story building would not be inconsistent with other mid-rise residential buildings along Market Street (at Laguna) in the project vicinity. Also, the commercial development to the south and the

U.S. Mint building across Webster Street are of substantially greater scale than existing residential development in the vicinity. The project site would be more consistent with the area's commercial uses than with the residential uses to the north and west. As with the project, this alternative would not have a substantial negative effect on visual quality or substantially degrade or obstruct views from public areas. It would be more noticeable than the project would. With this alternative, the objective to develop 93 units of quality affordable housing with onsite social services would not be met. The project sponsor believes that the overall quality of the development would be reduced due to the lack of social services, the larger scale of the alternative, and the reduced affordability of the housing as a result of the increased cost per unit. The limited community room use would not be sufficient to serve the 93 residents.

The Preservation and Taller Development Alternative would generate about the same transportation effects as the less-than-significant transportation impacts of the proposed project. Based on the project estimated demand, demand for parking associated with this alternative's residential uses and community room space would not be met with the development of the 38 parking spaces; there would be additional demand that would not be met. Insufficient parking supply is not considered a physical environmental impact. The amount of parking would not comply with the Planning Code requirement of 93 spaces for such a project. The Preservation and Taller Development Alternative would produce about the same level of transportation impacts as the proposed project. This alternative would contribute about the same amount of traffic as the proposed project and would have a similar contribution to significant cumulative transportation impacts.

Similar to the proposed project, the Preservation and Taller Development Alternative would require a Conditional Use authorization due to the size of the project. With this alternative, the General Plan would require amendment to include the project site in a 65-X Height and Bulk District.

Variant

A variant of Alternative D would combine the residential use portion of Alternative D with the sale of the Daphne Funeral Home building and its restoration, preservation, and re-use completed by another as-yet-unidentified party. This variant would also avoid potentially significant impacts associated with building demolition.

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State Clearinghouse (1)
1400 Tenth Street
Sacramento, CA 95814

Nandini N. Shridhar
California Department of Transportation
Transportation Planning
P.O. Box 23660
Oakland, CA 94623-0660

Christian Gerike
Northwest Information Center
California Archaeological Inventory
Department of Anthropology
Sonoma State University
Rohnert Park, CA 94928

Lucinda Woodward
Office of Historic Preservation
State Dept. of Parks & Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Environmental Office
U.S. Department of Housing
and Urban Development
450 Golden Gate Avenue
Box 36003-9C
San Francisco, CA 94102

REGIONAL AGENCIES

Craig Goldblatt
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Jean Pedersen
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

Joseph Steinberger
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

Suzan Ryder
ABAG
P.O. Box 2050
Oakland, CA 94604-2050

Judy Huang
Regional Water Quality Control Board
San Francisco Bay Region
1515 Clay Street, #1400
Oakland, CA 94612

CITY AND COUNTY OF SAN FRANCISCO

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San Francisco, CA 94103

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Cynthia Joe
Linda Richardson

Marcia Rosen, Director
Mayor's Office of Housing
25 Van Ness Avenue, #600
San Francisco, CA 94102

Peter Straus
San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115

Frank Chiu, Director
Department of Building Inspection
1660 Mission Street
San Francisco CA 94103

Jerry Robbins/Bond M. Yee (2)
San Francisco Department of Parking and Traffic
Traffic Engineering Division
25 Van Ness Avenue
San Francisco, CA 94102

Barbara Moy
San Francisco Department of Public Works
Bureau of Street Use and Mapping
875 Stevenson Street, Room 465
San Francisco, CA 94103

Lori Kalos, Asst. Deputy Chief
San Francisco Fire Department
Division of Planning & Research
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San Francisco, CA 94102

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San Francisco Real Estate Department
25 Van Ness Avenue, 4th Floor
San Francisco, CA 94102

Priscilla Watts, Director
Mayor's Office of Community Development
25 Van Ness Ave., Suite 700
San Francisco, CA 94102

Monique Moyer, Director/Maria Ayerdi (2)
Mayor's Office of Economic Development
City Hall, Room 448
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Capt. Timothy Hettrich
Police Department, Planning Division
Hall of Justice
850 Bryant Street
San Francisco, CA 94103

Anson B. Moran, General Manager
San Francisco Public Utilities Commission
1155 Market Street
San Francisco, CA 94102

Deborah Learner
San Francisco Recreation & Park Department
McLaren Lodge, Golden Gate Park
Fell and Stanyan Streets
San Francisco, CA 94117

Ariane Coleman
Mayor's Office
401 Van Ness Ave, Rm 329
San Francisco, CA 94102

Bruce Bernhard
San Francisco Public Utilities Commission
425 Mason Street, 4th Floor
San Francisco, CA 94102

John Deakin, Director
Bureau of Energy Conservation
Hetch Hetchy Water & Power
1155 Market Street, 4th Floor
San Francisco, CA 94103

Rebecca Prozan
Mayor's Office of Neighborhood Services
401 Van Ness Ave
San Francisco, CA 94102

Matt Schwartz
San Francisco Redevelopment Agency
770 Golden Gate Avenue
San Francisco, CA 94102

INTERESTED PERSONS, GROUPS, AND ORGANIZATIONS

Mr. Michael Buhler
Nat'l Trust For Hist. Pres.
Western Regional Office
One Sutter Street, Suite 707
San Francisco, CA 94104

Ms. Joanne D. Karchmer
16-A Henry Street
San Francisco, CA 94114

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600 Oak Street #23
San Francisco, CA 94117

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2227 - 15th Street
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Lesbian & Gay Health Services
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San Francisco, CA 94102

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Bar Association of San Francisco
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San Francisco, CA 94104-1826

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90 Webster Street
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88 Webster Street
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66 Webster Street
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SF Architectural Heritage
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Save The Daphne
170 Hermann Street
San Francisco, CA 94102

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San Francisco, CA 94114

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San Francisco, CA 94114

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San Francisco, CA 94114

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492 Duboce Street
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133 Fillmore
San Francisco, CA 94117

Celma Robinson
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113 Germania Street
San Francisco, CA 94117

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57 Webster
San Francisco, CA 94117

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227 Fillmore
San Francisco, CA 94117

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Sheppard, Mullin, Richter & Hampton
4 Embarcadero Center
San Francisco, CA 94104

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227 Steiner Street
San Francisco, CA 94117

Silvio Barretta
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San Francisco, CA 94117

B.D. Bannerman
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San Francisco, CA 94117

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114 Webster
San Francisco, CA 94117

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27 Scott Street
San Francisco, CA 94117

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3 Steiner Street
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111 Germania Street
San Francisco, CA 94117

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85 Scott Street
San Francisco, CA 94117

Yung Suk Sapirstein
266 Hermann
San Francisco, CA 94117

Genie Bowie
1459 18th Street, Suite 115
San Francisco, CA 94117

Mr. Gary Goad
211 Steiner Street
San Francisco, CA 94117

Mr. Peter Straus
79 Pierce Street
San Francisco, CA 94117

Ms. Kilby Stenkamp
344 Hermann
San Francisco, CA 94117

Mr. Robert Garrett
232 Hermann Street
San Francisco, CA 94117

Mr. Bill Barnes
847 Haight Street
San Francisco, CA 94117

Carol & Ren Holding
65 Carmelita
San Francisco, CA 94117

Mr. John Krieter
2 Steiner Street
San Francisco, CA 94117

Mr. Jay Allen
258 Hermann
San Francisco, CA 94117

Mr. Rob Bergoff
736 Page
San Francisco, CA 94117

Chris Lebsock
83 Webster
San Francisco, CA 94117

Robert & Catherine Gallot
455 Duboce
San Francisco, CA 94117

Mr. Felix Vega
71 Carmelita
San Francisco, CA 94117

Herve Rodriguez
734 14th Street #4
San Francisco, CA 94114

Idel Dorleans
234 ½ Hermann
San Francisco, CA 94117

Mr. Gerald Sabrink
467 Duboce
San Francisco, CA 94117

Mr. Tim Sbeavus
384 Hermann Street
San Francisco, CA 94117

Mr. Peter Cohen
133 Buchanan Street
San Francisco, CA 94102

Ms. Jennifer Hamilton
86A Webster Street
San Francisco, CA 94117

Mr. Richard Kay
962 Page Street
San Francisco, CA 94117

Ms. Jane Kelly
81 Webster
San Francisco, CA 94117

Mr. Brian O'Leary
71 Germania
San Francisco, CA 94117

Ms. Heidi Machen
401 Van Ness
San Francisco, CA 94102

Mr. Bruce Fitting
605 Waller Street
San Francisco, CA 94117

March Dezordo
52 Germania
San Francisco, CA 94117

Mr. Ed Morgan
100 Fillmore Street
San Francisco, CA 94117

Ms. Nancy Randell
358 Hermann Street
San Francisco, CA 94117

Mr. Bill Musick
Executive Director
Maitri AIDS Hospice
401 Duboce Avenue
San Francisco, CA 94117

PARTIES RECEIVING NOTICE OF AVAILABILITY OF DRAFT EIR

Sustainable San Francisco
P.O. Box 460236
San Francisco, CA 94146

Robert Jacobvitz
Executive Director
American Institute of Architects
130 Sutter Street, Suite 600
San Francisco, CA 94104

Albert Beck
3028 Esplanade St., Ste. A
Chico, CA 95973-4924

Jerry Tone
Montgomery Capital Corp
244 California Street
San Francisco, CA 94111

Jon Twichell
70 Hermosa Avenue
Oakland, CA 94618

Calvin Welch
Council of Community Housing Organizations
409 Clayton Street
San Francisco, CA 94117

Eunice Willette
1323 Gilman Avenue
San Francisco, CA 94124

James Chappell
Executive Director
SPUR
312 Sutter St., Suite #500
San Francisco, CA 94108

John Sanger, Esq.
One Embarcadero Center, 12th Floor
San Francisco, CA 94111

Sedway Consulting
Three Embarcadero Center, Suite 1150
San Francisco, CA 94111

John Kriken
Skidmore, Owings & Merrill
444 Market Street, Suite 2400
San Francisco, CA 94111

Hartmut Gerdes, AICP
Square One Productions
1736 Stockton Street, Studio 7
San Francisco, CA 94133

Ed Michael
1001 Franklin St., #20E
San Francisco, CA 94109-6840

Joel Ventresca
1278-44th Avenue
San Francisco, CA 94122

Stephen Weicker
899 Pine Street, #1610
San Francisco, CA 94108

Bruce White
3207 Shelter Cove Avenue
Davis, CA 95616

Bethea Wilson & Associates
Art in Architecture
2028 Scott Street, Suite 204
San Francisco, CA 94115

Tony Kilroy
San Francisco Tomorrow
41 Sutter Street #1579
San Francisco, CA 94104

San Francisco Group
Sierra Club
85 2nd Street, Floor 2
San Francisco, CA 94105-3441

Dave Kremer
Shartsis, Freise & Ginsburg
One Maritime Plaza, 18th Floor
San Francisco, CA 94111

Solem & Associates
550 Kearny Street
San Francisco, CA 94108
Attn: Jim Ross,
Director, Public Affairs and Political Campaigns

Steeffel, Levitt & Weiss
199 First Street
San Francisco, CA 94105
Attn: Robert S. Tandler

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San Francisco Beautiful
41 Sutter St., Ste. 709
San Francisco, CA 94014

Karen Alatia
Assistant, Public Affairs
San Francisco Chamber of Commerce
465 California St.
San Francisco, CA 94104

Marie Zeller
Patri-Merker
400 Second Street, Suite 400
San Francisco, CA 94107

Planning Analysis & Development
50 Francisco Street
San Francisco, CA 94133
Attn: Gloria Root

Ramsay/Bass Interest
3756 Grant Avenue, Suite 301
Oakland, CA 94610
Attn: Peter Bass

Jan Vargo
Kaplan/McLaughlin/Diaz
222 Vallejo Street
San Francisco, CA 94111

Larry Mansbach
550 California Street
San Francisco, CA 94104-1006

Cliff Miller
970 Chestnut Street, #3
San Francisco, CA 94109

David P. Rhoades & Associates
364 Bush Street
San Francisco, CA 94104-2805

Thomas N. Foster
Rothschild & Associates
369 Pine Street, Suite 360
San Francisco, CA 94111

Stanley M. Smith
Secretary-Treasurer
SF Bldg & Constr. Trades Council
2660 Newhall Street Rm. 116
San Francisco, CA 94124-2527

Page & Turnbull
724 Pine Street
San Francisco, CA 94109

Marilyn L. Siems
Pillsbury, Madison & Sutro
P.O. Box 7880
San Francisco, CA 94120

Dennis Purcell
Coblentz, Patch, Duffy and Bass
222 Kearny Street, 7th Floor
San Francisco, CA 94108

James Reuben
Reuben and Alter
235 Pine Street, 16th Floor
San Francisco, CA 94104

Walter Johnson
San Francisco Labor Council
1188 Franklin St., Suite 203
San Francisco, CA 94109

Sally Maxwell
Maxwell & Associates
1522 Grand View Drive
Berkeley, CA 94705

Jacob Herber
Morrison & Foerster
345 California Street
San Francisco, CA 94104

National Lawyers Guild
558 Capp Street
San Francisco, CA 94110
Attn: Regina Sneed

Steven L. Vettel
Gladstone & Vettel
Penthouse, 177 Post Street
San Francisco, CA 94108

Richard A. Judd
Goldfarb & Lipman
One Montgomery Street
West Tower, 23rd Floor
San Francisco, CA 94104

Gruen, Gruen & Associates
564 Howard Street
San Francisco, CA 94105

Sue C. Hestor, Esq.
870 Market Street, Suite 1128
San Francisco, CA 94102

Wayne Stiefvater
Lawrence Farrell
Cushman & Wakefield of California, Inc.
Bank of America Center
555 California Street, Suite 2700
San Francisco, CA 94104

Yerba Buena Consortium
109 Minna Street, Suite 575
San Francisco, CA 94105
Attn: John Elberling

Environmental Science Associates
225 Bush Street, Suite 1700
San Francisco, CA 94104

Executive Director
SF Arch. Heritage
2007 Franklin St.
San Francisco, CA 94103

Susan R. Diamond
Brobeck, Phleger, Harrison
One Market Plaza
San Francisco, CA 94105

Louise Nichols
Nichols-Berman
142 Minna Street
San Francisco, CA 94105

Gensler and Associates
550 Kearny Street
San Francisco, CA 94103
Attn: Peter Gordon

Greenwood Press, Inc.
P.O. Box 5007
Westport, Conn 06881-5007
Attn: Gerry Katz

Nancy Taylor
Baker & McKenzie
2 Embarcadero Center - 25th Floor
San Francisco, CA 94111

Melvin Hodges
The Jefferson Company
Roundhouse Two
10 Lombard Street, 3rd Floor
San Francisco, CA 94111-1165

John Bardis
Sunset Action Committee
1501 Lincoln Way, #503
San Francisco, CA 94122

Downtown Association
5 Third Street, Suite 520
San Francisco, CA 94103
Attn: Carolyn Dee

Mrs. G. Bland Platt
362 Ewing Terrace
San Francisco, CA 94118

Georgia Brittan
460 Duncan Street
San Francisco, CA 94131

Jay Cahill
Cahill Contractors, Inc.
425 California Street, Suite 2300
San Francisco, CA 94104

Chinatown Resource Center
1525 Grant Avenue
San Francisco, CA 94133

Carol Lester
Chicago Title
388 Market Street, 13th Floor
San Francisco, CA 94111

Ken Soule
Chickering & Gregory
615 Battery Street, 6th Floor
San Francisco, CA 94111

Chi-Hsin Shao
CHS Consulting Group
153 Kearny Street, Suite 209
San Francisco, CA 94108

Farella, Braun & Martel
235 Montgomery Street
San Francisco, CA 94104
Attn: Mary Murphy

Alice Suet Barkley, Esq.
30 Blackstone Court
San Francisco, CA 94123

Joan Girardot, President
Coalition of S.F. Neighborhoods
PO Box 42-5882
San Francisco, CA 94142-5882

Bay Area Council
200 Pine Street, Suite 300
San Francisco, CA 94104-2702

Michael Dyett
Dyett & Bhatia
70 Zoe Street
San Francisco, CA 94103

Richard Mayer
Artists Equity Association
27 Fifth Avenue
San Francisco, CA 94118

MEDIA

The Sun Reporter
1791 Bancroft Avenue
San Francisco, CA 94124-2644

Elliot Diringier
San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103

City Desk
San Francisco Independent
1201 Evans Avenue
San Francisco, CA 94124

Gerald Adams
San Francisco Examiner
P.O. Box 7260
San Francisco, CA 94120

Tim Turner
San Francisco Business Times
275 Battery Street, Suite 940
San Francisco, CA 94111

Gabe Roth
City Editor
San Francisco Bay Guardian
520 Hampshire Street
San Francisco, CA 94110

Rob Waters
Tenderloin Times
146 Leavenworth Street
San Francisco, CA 94102

Bill Shiffman
Associated Press
1390 Market Street, Suite 318
San Francisco, CA 94102

LIBRARIES

Kate Wingerson (3)
Government Documents
S.F. Main Library - Civic Center
100 Larkin Street
San Francisco, CA 94102

PROJECT AREA TENANTS AND OWNERS

Tenants and other property owners in the project area, approximately 370 parties, were also sent notices of availability of the Draft EIR and Draft EIR public hearing. A complete copy of the distribution listing is available in the Planning Department office at 1660 Mission Street, as part of File No. 99.097E.

VIII. REPORT PREPARERS

EIR AUTHORS

Planning Department, City and County of San Francisco

1660 Mission Street

San Francisco, California 94103

Environmental Review Officer: Hillary E. Gitelman

EIR Coordinator: Rick Cooper

Transportation Planner: William C. Wycko

EIR CONSULTANTS

EIP Associates

601 Montgomery Street, Suite 500

San Francisco, California 94111

Project Director:

Michael Rice, AICP

Project Manager:

Kimberly M. Avila, AICP

Participants:

Gina Messa

Brewster Birdsall

Liz Haines

The Duffey Company

414 Jackson Street

San Francisco, CA 94111

(Transportation/Circulation)

Rebecca Kohlstrand, AICP

6th Street Studio

231 Sixth Street

San Francisco, California 94103

(Graphics)

Valerie Reichert

PROJECT SPONSOR

BRIDGE Housing Corporation

1 Hawthorne Street, Suite 400

San Francisco, CA 94105-3901

Project Manager:

J. Ruthy Talansky

Project Administrator:

Isaac Henderson

PROJECT ATTORNEY

Law Offices of David P. Cincotta
1388 Sutter Street, Suite 915
San Francisco, CA 94109
David P. Cincotta, Esq.
Molly Brennan, Esq.

PROJECT ARCHITECT

Barnhart Associates Architects, Inc.
461 Second Street, Suite C237
San Francisco, CA 94107
Paul Barnhart
Kristine Finney

Lawrence K. Leong
800 27th Avenue
San Francisco, CA 94121
(Associated Architect)

PROJECT GEOTECHNICAL CONSULTANTS

Treadwell & Rollo, Inc./Olivia Chen Consultants
555 Montgomery Street, Suite 1300
San Francisco, CA 94111
Peter J. Cusack
Craig S. Shields



PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6409

LONG RANGE PLANNING
FAX: 558-6426

May 29, 1999

RE: Case #99.097E - One Church Street Apartments
Environmental Impact Report Requirement

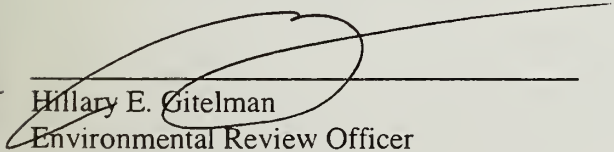
To Interested Parties:

The enclosed Notice of Preparation and Notice that an Environmental Impact Report (EIR) is Determined to be Required for the above-referenced project are being sent to you because you have expressed an interest in the proposed project or the project area, or because you have been identified by the Planning Department as potentially having an interest in the project. Notice of publication of this document will be printed in a newspaper of general circulation on the day following the day that this was mailed to you.

As stated in the enclosed Notices and Initial Study, the Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an EIR does not indicate a decision by the City to approve or to disapprove the proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

A copy of the Initial Study explaining the Department's determination that an EIR is required is either enclosed with these notices or may be requested. If you have any questions concerning the attached materials, this process, or would like a copy of the Initial Study, please contact **Rick Cooper** at the Planning Department, 1660 Mission Street, 5th Floor, San Francisco, CA 94103, call him at (415) 558-6405, or email him at rick_cooper@ci.sf.ca.us by **June 28, 1999**.

Sincerely,


Hillary E. Gitelman

Environmental Review Officer



PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

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LONG RANGE PLANNING
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NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: May 29, 1999

TO: Responsible, Trustee Agencies, and Interested Parties

FROM: Planning Department
City and County of San Francisco
Office of Environmental Review
1660 Mission Street, 5th Floor
San Francisco, CA 94103-2414

RE: Notice of Preparation of a Draft Environmental Impact Report

The City and County of San Francisco Planning Department is the Lead Agency and will prepare an Environmental Impact Report for the following project:

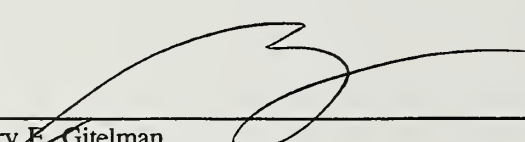
99.097E: CHURCH STREET APARTMENTS PROJECT

The proposed project would demolish the Daphne Funeral Home building to construct a new affordable housing development with 93 units, a child care center for up to 36 children, a community room, a computer learning center, and a small retail use on the block bound by Webster, Hermann, and Church Streets, and Duboce Avenue. The project would include about 92,000 square feet (sq. ft.) of residential use, about 2,700 sq. ft. for the child care center, about 2,400 sq. ft. for the computer learning center, community room and manager's office, and about 250 sq. ft. for ground-floor retail space. The proposed project would include two levels of structured parking, totaling about 93 spaces. An expanded description of the project, and a list of the potential environmental effects are included in the attached materials.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for the project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but no later than 30 days after receipt of this notice. Please send your response to Rick Cooper, (415) 558-6405, at the San Francisco Planning Department address shown above. Please include the name of a contact person in your agency.

for


Hillary E. Gitelman
Environmental Review Officer

Date

May 29, 1999

**NOTICE THAT A
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: May 29, 1999

99.097E

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street - 5th Floor, San Francisco, CA 94103

Agency Contact Person: Rick Cooper

Telephone: (415) 558-6405

Project Title: 99.097E, Church Street Apartments Project

Project Sponsor: BRIDGE Housing Corporation

Project Contact Person: Ruthy Talansky, BRIDGE

Telephone: (415) 989-1111

Project Address: One Church Street

Assessor's Block(s) and Lot(s): Assessor's Block 874, Lot 14

City and County: San Francisco

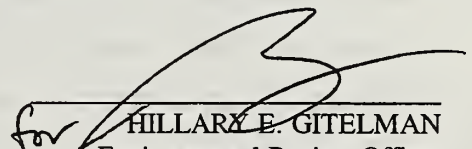
Project Description: The proposed project would demolish the Daphne Funeral Home building to construct a new affordable housing development with 93 units, a child care center for up to 36 children, a community room, a computer learning center, and a small retail use on the block bound by Webster, Hermann, and Church Streets, and Duboce Avenue. The project would include about 92,000 square feet (sq. ft.) of residential use, about 2,700 sq. ft. for the child care center, about 2,400 sq. ft. for the computer learning center, community room and manager's office, and about 250 sq. ft. for ground-floor retail space. The proposed project would include two levels of structured parking, totaling about 93 spaces.

The project would require Conditional Use authorization for a Planned Unit Development. The project site is within the NC-3 zoning district, Moderate-Scale Neighborhood Commercial.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal to the City Planning Commission of this Determination that an EIR is required:

June 28, 1999 at 5:00 p.m.. An appeal requires: 1) a letter specifying the grounds for the appeal, and; 2) a \$209.00 filing fee.


HILLARY E. GITEMAN
Environmental Review Officer
Planning Department
ERS 6/96

REVISED
(Additions are underlined; deletions are ~~struck through~~)
CHURCH STREET APARTMENTS
INITIAL STUDY
99.097E

I. PROJECT DESCRIPTION

The Church Street Apartments project site lies in the Upper Market Street District at the juncture of the Duboce Triangle, Hayes Valley and Mint Hill Neighborhoods. The proposed project would occupy the entire block, an approximately one-acre site, between Webster Street, Hermann Street, Church Street, and Duboce Avenue, as seen in Figure 1. The surrounding land uses are primarily residential and commercial. In the immediate site vicinity are single family residential buildings, multi-family residential buildings, commercial/retail uses including a Safeway supermarket and other associated retail uses, and institutional uses such as the U.S. Mint on Hermann Street, the St. Beulah Church of God in Christ on Duboce Avenue, and St. Francis Lutheran Church on Church Street. The site is on a slope which ranges up from about 105 feet above San Francisco Datum at the southwest corner of the parcel at Church Street and Duboce Avenue to 135 feet on the northeast corner of the parcel at Hermann and Webster Streets.

The 44,430-square-foot site consists of Lot 14 in Assessor's Block 874 and is occupied by a cantilevered two-story building and one-story chapel, known as the Daphne Funeral Home, on approximately 10,500 sq. ft. of the site. The bulk of the building is oriented along Hermann and Webster Streets; parking is oriented along Church Street and Duboce Avenue, with the main building entrance at mid-block on Church Street, atop the existing serpentine rock formation. Pine and eucalyptus trees border the dense growth of landscaping at the site and provide a visual screen of the mortuary and parking lot from the street. The remainder of the site is occupied by surface parking for the mortuary. The funeral home employs between 5 and 10 employees. The Daphne Funeral Home building was built in 1954 and designed by architect A. Quincy Jones for Nicolas Daphne. The property's eligibility for the National Register of Historic Places is currently being considered by the State Historic Preservation Officer (SHPO).

The proposed project would demolish the Daphne Funeral Home building to construct a new affordable housing development with 93 units, a child care center for up to 36 children, a community room, a computer learning center, retail use, and associated parking (see Figure 2). The proposed project would include about 92,000 sq. ft. of residential use, about 2,700 sq. ft. for the child care center, about 2,400 sq. ft. for the computer learning center, community room and manager's office, and about 250 sq. ft. for ground-floor retail space. The proposed project would include two levels of structured parking, totaling about 94 spaces (see Figure 2, Figure 3 and Figure 4). Access to the structured parking would be from Webster Street.

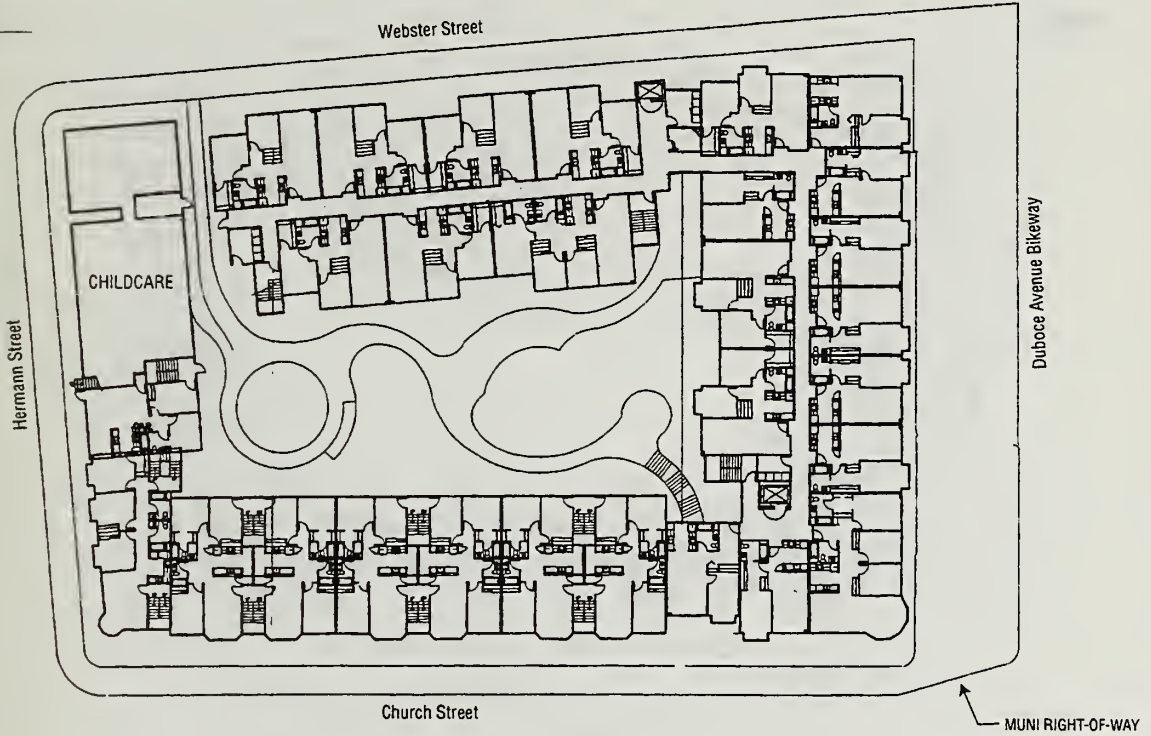
The proposed project would provide 25 one-bedroom, 38 two-bedroom, and 30 three-bedroom apartments. Twelve apartments would be reserved for people living with HIV/AIDS at below market rate as funded by Housing Opportunities for Persons with AIDS (HOPWA), a federal program providing capital for financing of the construction of such development. Thirty-one apartments, including the HOPWA units, would be allocated as Project-Based Section 8 housing with federal rental subsidy from the Department of Housing and Urban Development.

The proposed project would be designed with an architectural character intended to reflect the scale and style of residential structures in the surrounding neighborhood. Buildings would be arranged around a central courtyard for residents and an outdoor play area for the child care center. Maximum height of the buildings would be 40 feet. Due to the slope of the site, buildings along Church and Webster Streets would be three stories tall at Hermann Street and four stories tall at Duboce Avenue (see Figure 5).

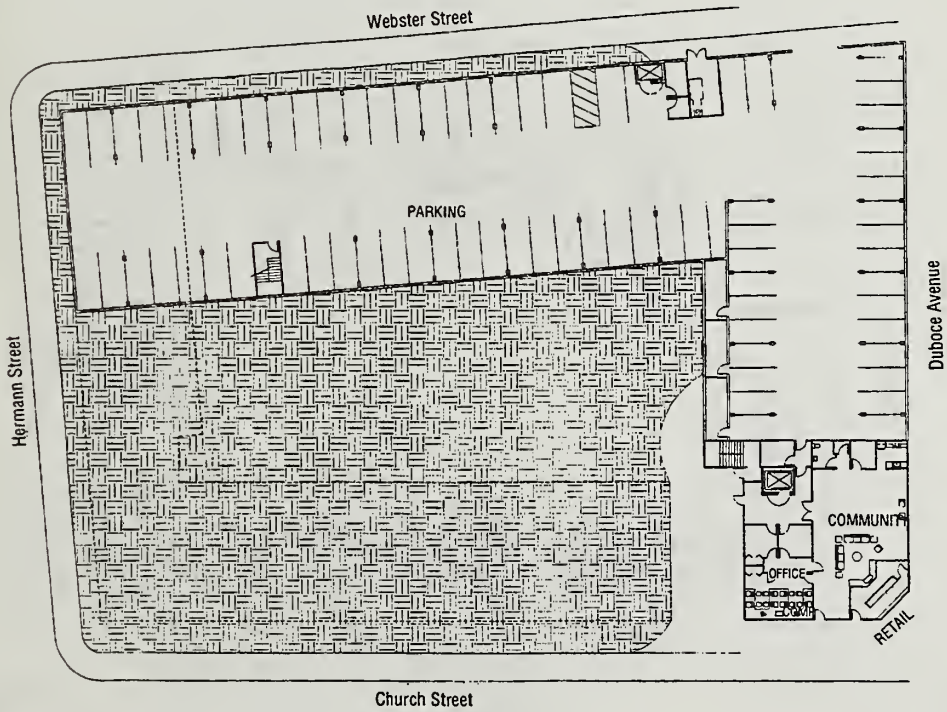
Project construction would take approximately 16 months, including demolition of the existing structure, with occupancy planned for fall of 2001. The project architect is Barnhart Associates Architects, Inc. and associated architect Lawrence Ko Leong.

The proposed project would require demolition and building permits from the Department of Building Inspection. The proposed project would require Conditional Use authorization from

SITE PLAN



LEVEL 1



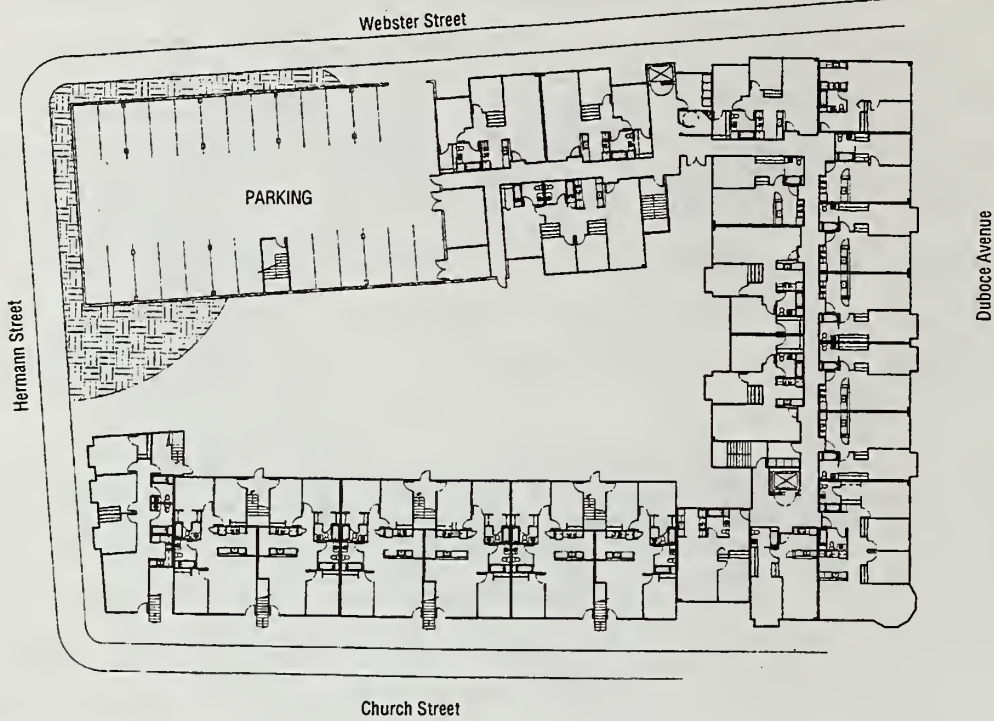
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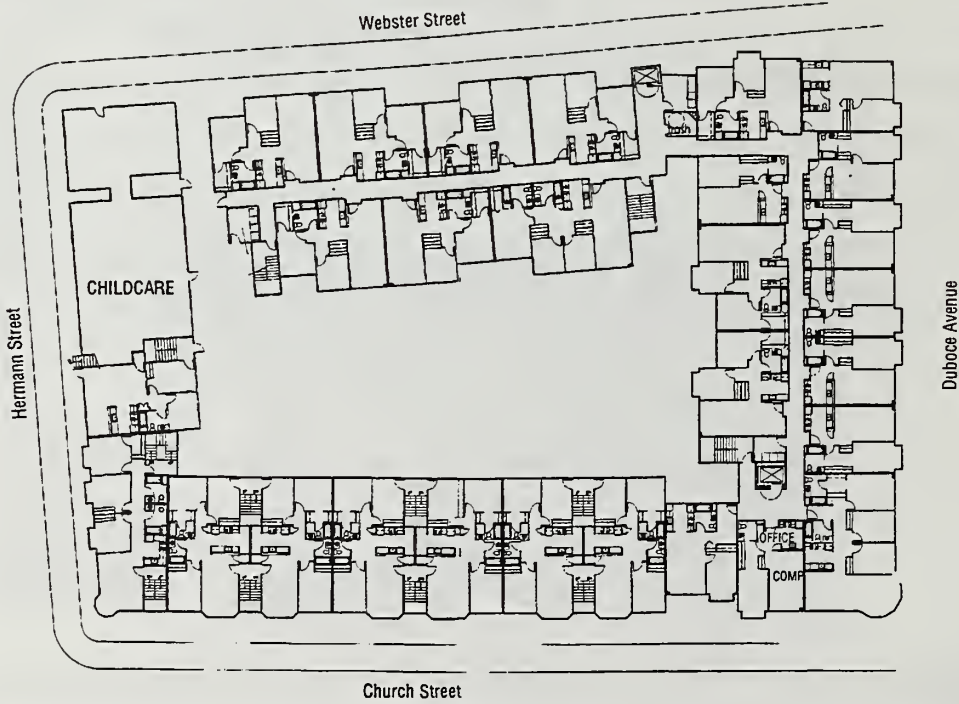
SOURCE: Barnhart Associates Architects Inc.

CHURCH STREET APARTMENTS
FIGURE 2: SITE PLAN AND LEVEL 1 FLOORPLAN

LEVEL 2



LEVEL 3

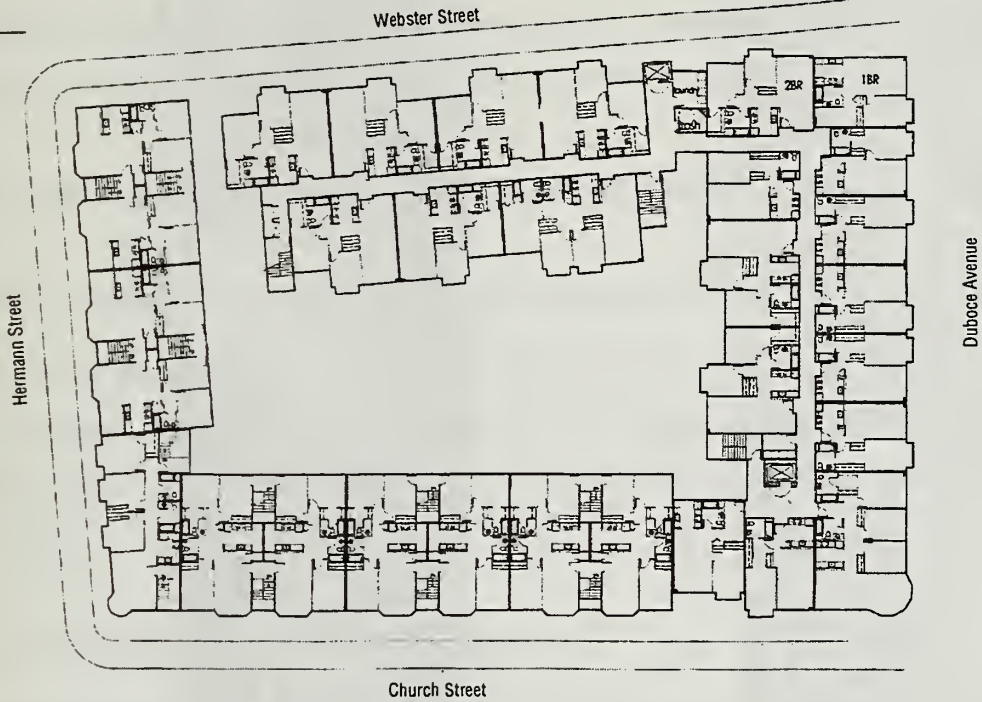


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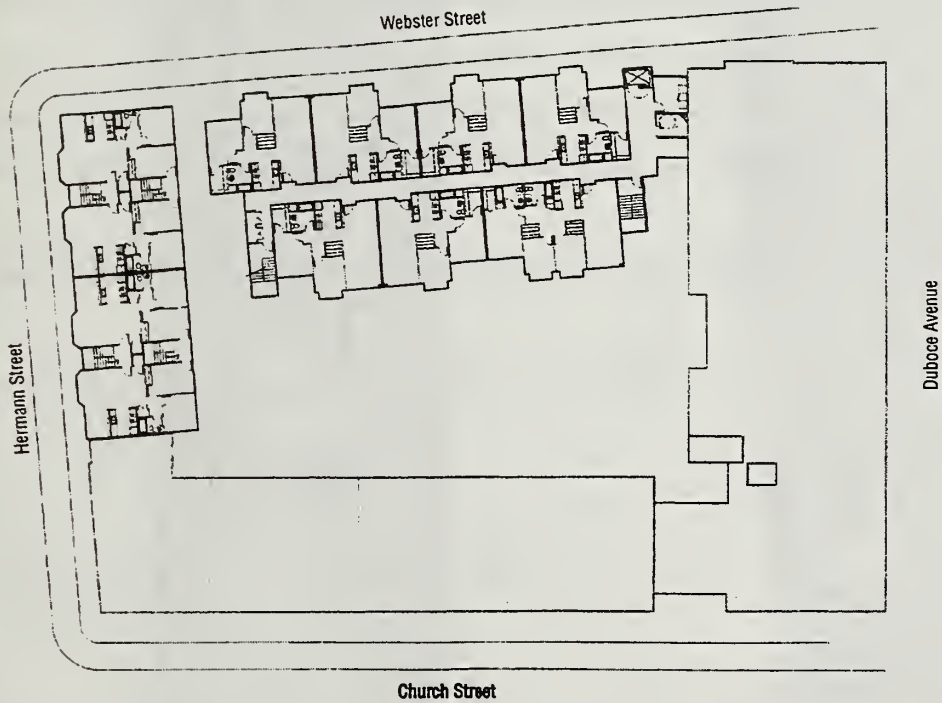
SOURCE: Bamhart Associates Architects Inc.

**CHURCH STREET APARTMENTS
FIGURE 3: LEVEL 2 AND LEVEL 3 FLOOR PLANS**

LEVEL 4



LEVEL 5



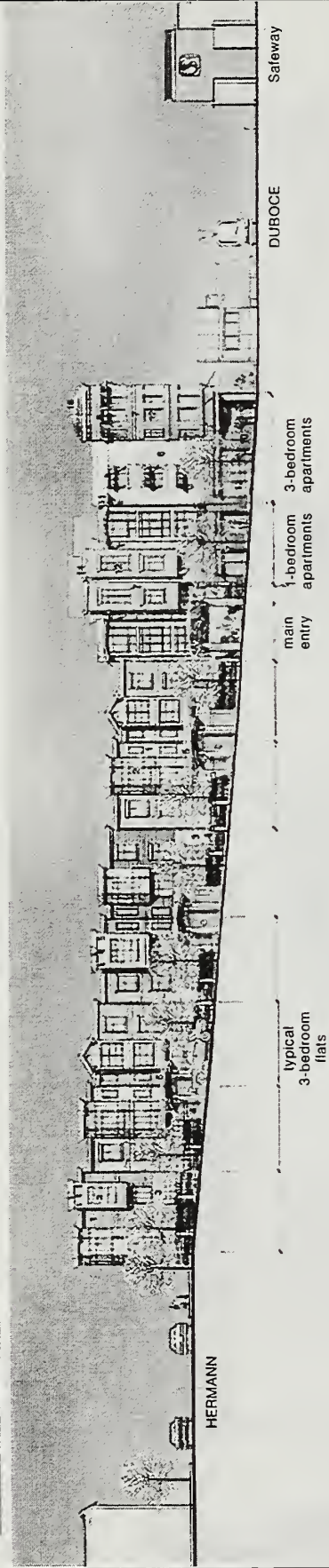
EIP/10276-00 5/20/99

SOURCE: Barnhart Associates Architects Inc.

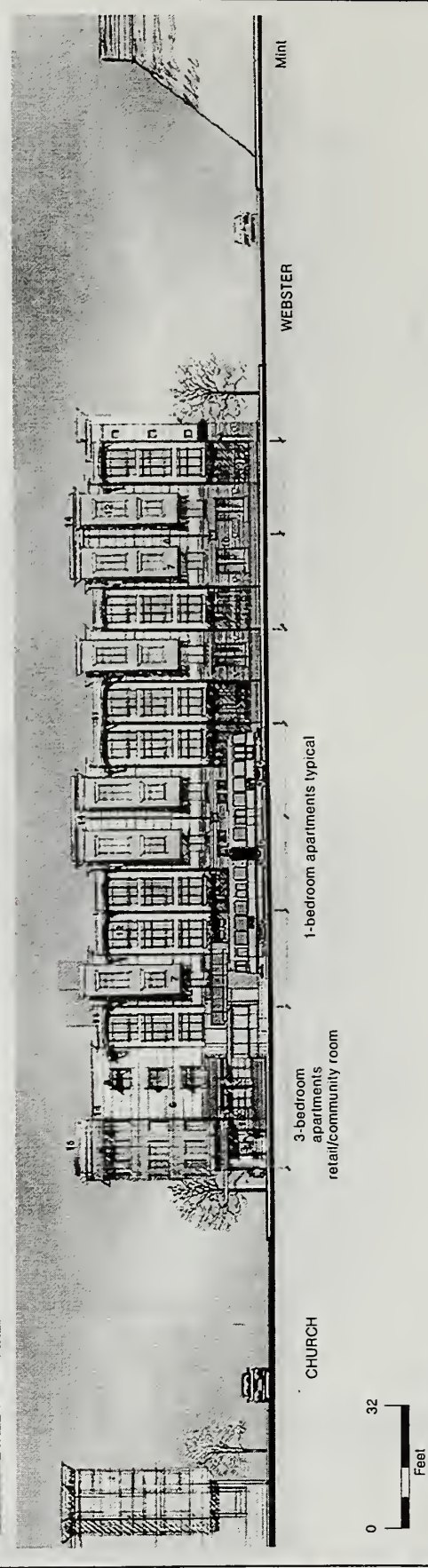
CHURCH STREET APARTMENTS

FIGURE 4: LEVEL 4 AND LEVEL 5 FLOOR PLANS

CHURCH STREET ELEVATION



DUBOCE STREET ELEVATION



CHURCH STREET APARTMENTS

FIGURE 5: CHURCH STREET ELEVATION AND DUBOCE AVENUE ELEVATION

SOURCE: Barnhart Associates Architects Inc.

the Planning Commission for a Planned Unit Development. The project site is within the NC-3 zoning district, Moderate-Scale Neighborhood Commercial.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

This Initial Study examines the Church Street Apartments project to identify its potential effects on the environment. Project-specific effects that relate to transportation and historic architectural resources may be significant and will be analyzed in the Environmental Impact Report (EIR).

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following effects of the proposed Church Street Apartments project have been determined to be less than significant or to be mitigated through measures included in the proposed project: land use, aesthetics, noise, air quality, wind, shadows, utilities/public services, biology, geology/topography, water, energy/natural resources, hazards, and archaeological resources. These issues are discussed below and require no further analysis in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	<u> </u>	<u> X </u>
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u> X </u>	<u> </u>

The Church Street Apartments project would require review by the Planning Commission in

context of the *San Francisco General Plan* and other relevant plans. Applicable Area Plans and Elements of the *General Plan* include the Residence Element and the Urban Design Element. If the proposed project, on balance, were to have substantial conflicts with *General Plan* objectives and policies, it could not be approved.

The project site is located in the NC-3 (Moderate-Scale Neighborhood Commercial) District and 40-X Height and Bulk District. The residential, child care and retail uses of the proposed project are allowable by right. The proposed project's buildings, at three and four stories high, would be consistent with the 40-X Height and Bulk District. The proposed project would require Conditional Use Authorization from the Planning Commission to request an increase in density from the approximately 74 units that would be permitted as of right to 93 units if the project is determined to qualify as a Planned Unit Development (PUD) under Section 304 of the City Planning Code. A PUD allows for development of sites of considerable size (greater than one-half acre) as an integrated unit and permits well reasoned modifications of certain provisions of the Planning Code such as parking, open space, rear yard, and bulk standards.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The current proposed project would not obviously or substantially conflict with the General Plan. In general, potential conflicts with the General Plan are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

B. ENVIRONMENTAL EFFECTS

Except for the categories of transportation and historic architectural resources as noted above, all items on the Initial Study checklist incorporated herein have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse effect in those areas. Several checklist items have also been checked "Discussed," indicating that the text includes discussion of that particular issue. For all of the items checked "No" without discussion, the conclusions regarding potential adverse environmental effects are based on field observation, staff and consultant experience on similar projects, and/or standard reference materials available within the Planning Department such as the Department's Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and

Game. For each checklist item, the evaluation has considered the impacts of the proposed project both individually and cumulatively.

1. <u>Land Use</u> - Would the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Disrupt or divide the physical arrangement of an established community?	___	<u>X</u>	<u>X</u>
b. Have any substantial impact upon the existing character of the vicinity?	___	<u>X</u>	<u>X</u>

As noted in the project description, the approximately one-acre project site is the block bounded by Webster, Hermann, and Church Streets, and Duboce Avenue. The block is near the commercial corridor of Market Street, located one block to the south and east. The two-story Daphne Funeral Home building occupies the northern portion of the site. Directly facing the site on the north and west are two- and three-story residential buildings with some commercial uses. A RiteAid drugstore occupies the southwest corner of Hermann and Church Streets. The U.S. Mint is on a promontory east of the site and a Safeway supermarket is to the south. The Duboce Avenue Bikeway, a Class I, bicycle-only facility, is on the south side of the Muni Metro portal entrance between Church and Market Streets. At the portal at Church Street and Duboce Avenue, the J-Church and N-Judah subway lines emerge as surface lines; the J-Church turns left at Church Street continuing south, and the N-Judah continues west along Duboce Avenue. The property line for the project site is marked by the unused striped parking area on the southern portion of the site. Just south of this is a Muni trailer and the Muni tracks. Other uses in the project vicinity include the UC Berkeley Extension campus two blocks to the east, Duboce Park two blocks to the west, and the Church Street Muni Metro subway station two blocks to the south.

The project site is located among the two- and three-story residential area to the north and west and the commercial, institutional and residential areas to the east and south. The proposed project would replace a two-story, 10,500-square-foot building and surface parking lot with residential and commercial uses in three buildings with a total area of about 97,350 sq. ft. The three- and four-story buildings of the proposed project would be generally consistent with the density, height and scale of surrounding residential uses. Overall, the proposed project's residential and other uses would be consistent with existing residential and retail land uses in the vicinity and would not have a substantial adverse effect on land use, nor would it disrupt or divide the physical arrangement of an established community.

2. <u>Visual Quality</u> - Would the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Have a substantial, demonstrable negative aesthetic effect?	<u> </u>	<u> X </u>	<u> X </u>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<u> </u>	<u> X </u>	<u> X </u>
c. Generate obtrusive light or glare substantially impacting other properties?	<u> </u>	<u> X </u>	<u> X </u>

The proposed project would include three- to four-story buildings, with a height of 40 feet. The buildings would be taller than the existing two-story building on the site, and about the same height as the residential uses, ranging from two to four stories or about 20 to 40 feet tall, to the west and north. The uses to the south, such as the Safeway retail complex, Safeway signage on Market Street, and the U.S. Mint building are of a larger commercial or institutional scale compared to the proposed project and nearby residential buildings. The proposed building would incorporate materials, fenestration, colors, textures, roof forms, and a vertical emphasis that are present in the neighboring residential buildings with the intention of being compatible with the residential character of the surrounding neighborhood.

Placement of the proposed buildings on the site would alter the existing, lower-density development occupying approximately one-third of the site to residential uses built out to the street wall on all four streets. This pattern would be similar to existing residential development on Duboce Avenue, Hermann Street, and Church Street.

The proposed buildings would be visible from nearby locations on Webster, Hermann, and Church Streets, as well as from Duboce Avenue and from the U.S. Mint. Limited views of the buildings would be available from Market Street near Church Street. From other locations along Market Street, views of the proposed project would be partially blocked by the Safeway, the U.S. Mint, and other existing buildings. The proposed project would be partially visible from longer-range viewpoints such as Twin Peaks, as part of overall views of the Duboce Triangle area. Views of the proposed project from Duboce Park would be blocked by existing buildings.

The proposed project would not degrade scenic views of the San Francisco Bay or other public areas, and would not have a substantial, demonstrable negative aesthetic effect.

Additional light would be introduced by the increased nighttime use and density of the proposed project but would not significantly affect surrounding properties. New lighting would include fixtures at the building entrances and other locations for safety and security, typical of residential development. The proposed project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, mirrored glass would not be used, and the building would not result in glare affecting other properties.

3. <u>Population</u> - Would the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Induce substantial growth or concentration of population?	<u> </u>	<u> X </u>	<u> X </u>

- b. Displace a large number of people (involving either housing or employment)? X
- c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply? X

The proposed project would demolish a 10,500-square-foot building and construct 97,350 square feet of residential, child care, computer learning, community room, and retail uses. The development of 93 affordable housing units would result in an onsite population of about 310 people.¹ About 10 employees are associated with the mortuary building; these employees would not be relocated to the mortuary's other sites. No other uses currently occupy the site. The increase in population at the site, a total of about 300 people, including about 284 residents, about 16 day-care children, and about 10 employees would not be significant relative to the amount of residents and employees within the project vicinity; nor would it be significant with regard to expected increases in the population and employment of San Francisco. No significant physical environmental effects on housing demand or population would occur, and these issues require no further analysis in the EIR.

NOTES: Population

1. Total residents is equal to: 2 people x 1-bedroom unit x 25 = 50; 3 people x 2-bedroom units x 38 = 114; and 4 people x 3-bedroom units x 30 = 120; for a total of 284 residents. Employees associated with the site would equal about 10 people: 3 manager and service; 2 for the retail shop; and 5 child care workers. About 18 of the 36 children associated with the day care center would not be residents.

4. Transportation/Circulation - Would the project: Yes No Discussed
- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system? To Be Determined

- b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards? To Be Determined
- c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity? To Be Determined
- d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities? To Be Determined

Residential uses at the project site, including a child care facility, would place increased demands on the local transportation system. The EIR will discuss proposed project effects related to traffic, parking, passenger loading, freight loading, transit, pedestrian, bicycle, and construction impacts.

The analysis will take into account safety issues associated with the location and drop-off zone of the child care center, as well as Muni's plans for the adjoining streets such as an F-line rail connection with the N-Judah tracks.

5. <u>Noise</u> - Would the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Increase substantially the ambient noise levels for adjoining areas?	___	<u>X</u>	<u>X</u>
b. Violate Title 24 Noise Insulation Standards, if applicable?	___	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	___	<u>X</u>	<u>X</u>

Outdoor noise in the vicinity of the proposed project area includes numerous potential sources of noise. The most significant existing source of noise throughout most of San Francisco is traffic. This would be true in the proposed project area because of the proximity of Market Street, and the Muni Metro lines on both Church Street and Duboce Avenue. The nearest

sensitive receptors to the proposed project area would be the residential uses located west and north of the project site.

Effects on Ambient Noise Levels

Construction Noise and Vibration. Construction activities for the proposed project could potentially include demolition of the existing structure, excavation and hauling, erection, and finishing. No pile driving would be necessary for construction of this proposed project. The construction activities would be temporary and intermittent and would occur at different times through the phases of project construction. The construction period is anticipated to be about 16 months. Demolition and removal of the existing funeral home would take about one month. Approximately one and one-half months would be devoted to excavation, three months for foundation work, and three months for the parking garage. Wood frame, roofing, and interior and exterior finishing would take about nine months. Demolition and other construction activities would be likely to cause temporary, substantial increases in noise but would be expected to occur for a duration of less than five months for the entire proposed project.

All demolition and construction activities would be conducted in compliance with the San Francisco Noise Ordinance (Article 29, San Francisco Police Code). The ordinance requires that noise levels from individual pieces of construction equipment other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Noise Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Project demolition and construction would comply with the Noise Ordinance. Compliance with the Noise Ordinance is required by law and would reduce any impacts to a less-than-significant level.

Based on the above analysis, no further analysis of construction noise or vibration will be presented in the EIR.

Traffic Noise. Ambient noise levels in the vicinity of the proposed project are typical of noise levels in urban San Francisco. The ambient noise is dominated by vehicular traffic, including trucks, cars, buses, Muni Metro streetcars, and emergency vehicles. Generally, traffic must double on adjacent streets in order to produce a noticeable increase in noise levels. Traffic volumes would not be expected to double as a result of the proposed project; therefore, substantial increases in traffic noise levels would not be anticipated in the project area. Traffic noise will not be analyzed further in the EIR.

Building Equipment Noise. The proposed project could include mechanical equipment, such as air conditioning units, which could produce operational noise. This equipment would be subject to and comply with Section 2909 of the San Francisco Noise Ordinance which limits noise from building operations. Because substantial increases in the ambient noise level due to building equipment noise would not be anticipated, no significant impact would occur, thus the EIR will not discuss equipment noise further.

Interior Noise and Existing Noise Levels

Residential and child care uses within an interior courtyard would be included with the proposed development. The noise insulation requirements of Title 24 of the California Code of Regulations apply to residential occupancies and thus would apply to the residential uses within the proposed project. Adherence to the standards of Title 24 would insulate the interior uses from excessive exterior noise levels. The child care uses would be insulated from exterior noise with normal interior design. Likewise, the proposed development's interior courtyard would be enclosed by the project buildings and shielded from the exterior noise environment. As such, interior noise and the effect of existing noise levels on the proposed development would not be significant and will not be analyzed further in the EIR.

6. <u>Air Quality/Climate</u> - Would the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<u>—</u>	<u>X</u>	<u>X</u>
b. Expose sensitive receptors to substantial pollutant concentrations?	<u>—</u>	<u>X</u>	<u>X</u>
c. Permeate its vicinity with objectionable odors?	<u>—</u>	<u>X</u>	<u>X</u>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>—</u>	<u>X</u>	<u>X</u>

Effects on Ambient Air Quality

Construction Emissions. During construction, air quality could potentially be affected for short periods. Excavation and movement of heavy equipment could create fugitive dust and emit criteria pollutants as a result of diesel fuel combustion. The criteria pollutants or precursors to criteria pollutants are: nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM₁₀). Fugitive dust is made up of particulate matter including PM₁₀.

Construction emissions would occur in short term and temporary phases for each building, but they could still cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. Instead, BAAQMD has identified a set of feasible PM₁₀ control measures for construction activities. The proposed project would include a measure (see Mitigation Measure 1, p. 32) which would require the project contractor to water the site (with reclaimed water), cover soil and other material, cover the trucks, and to sweep the streets to minimize dust generation during excavation, storage, and transport; the contractor would also minimize vehicle emissions through prohibiting idling

of motors and by implementing a maintenance program. Because the proposed project would include these mitigation measures, it would not cause significant construction-related air quality effects. Therefore, the EIR will not address these effects further.

Traffic Emissions. Potential air quality impacts from the proposed project could occur due to increased traffic throughout the region. The BAAQMD CEQA Guidelines indicates that residential projects of multiple-family housing would have potentially significant emissions if the proposed project includes more than 530 units of multi-family housing or generates more than 2,000 vehicle trips per day.¹ The proposed project would contain fewer than 100 housing units and less than 3,000 square feet of child care use. These uses would not be expected to generate more than 2,000 vehicle trips per day.² Because the size of the proposed project is well below the screening thresholds in the guidelines, no potentially significant air quality impact is expected.

Wind Effects

In order to provide a comfortable wind environment for people in San Francisco, the City established specific comfort criteria to be used in the evaluation of proposed buildings in certain areas of the City. The proposed project is not located in one of these areas, nor would the project buildings extend above their surroundings so that substantial wind effects would occur. No significant wind impacts would occur, and the EIR will not discuss this issue further.

Shadow Effects

City Planning Code Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be insignificant. The proposed project buildings would be equal to or less than 40 feet in height and would not cause shading beyond what is common and accepted in urban

areas. No significant shadow impact would occur, and this topic will not be analyzed further in the EIR.

NOTES: Air Quality/Climate

1. BAAQMD, CEQA Guidelines. Table 6, Projects with Potentially Significant Emissions, p. 24. April 1996.
2. URBEMIS7G Computer Program User's Guide, Version 3.2 - Emissions Estimations for Land Use Development Projects. Table 2 - URBEMIS7G Trip Generation Rates. San Joaquin Valley Unified Air Pollution Control District, August 1998. Using Table 2 results in a total estimate of approximately 1,033 trips per day, including 238 trips per 3,000 square foot of child care use, and 795 trips per 100 low-rise apartments.

7. <u>Utilities/Public Services</u> - Would the project	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Breach published national, state or local standards relating to solid waste or litter control?	___	<u>X</u>	___
b. Extend a sewer trunk line with capacity to serve new development?	___	<u>X</u>	___
c. Substantially increase demand for schools, recreation or other public facilities?	___	<u>X</u>	<u>X</u>
d. Require major expansion of power, water, or communications facilities?	___	<u>X</u>	___

The proposed project would incrementally increase demand for, and use of, public services and utilities, but not in excess of amounts expected and provided for in the project area. Thus, the proposed project would not be expected to have any measurable impact on public services or utilities. For these reasons, the EIR will not analyze public services or utilities further.

8. <u>Biology</u> - Would the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	<u>X</u>	<u>X</u>

- | | | | | |
|----|--|---|----------|----------|
| b. | Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species? | — | <u>X</u> | <u>X</u> |
| c. | Require removal of substantial numbers of mature, scenic trees? | — | <u>X</u> | <u>X</u> |

No known rare, threatened or endangered species are known to exist on the project site. The proposed project site is in a heavily developed urban area and is covered by structures, impervious surfaces, and introduced landscaping. There are no natural habitats and no native vegetation remaining on the site. There are dense clusters of 40- to 60-foot pine and eucalyptus trees along Hermann and Webster Streets as well as other landscaping which would be removed and replaced with other landscaping. These trees are not native to the site, nor are they rare or endangered, nor do they contain significant habitat value, thus removal of these trees would not be a significant impact. Development of the site would not be expected to affect, or substantially diminish, plant or animal habitats. The proposed project would not remove sensitive vegetation, habitats supporting sensitive species or wetlands. Landscaping proposed as part of the project would include plants and street trees appropriate for the urban landscape of the project site. Therefore, vegetation and wildlife effects of the project would not be significant, and this topic will not be discussed in the EIR.

- | 9. <u>Geology/Topography</u> - Would the project: | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
|--|------------|-----------|------------------|
| a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)? | — | <u>X</u> | <u>X</u> |
| b. Change substantially the topography or any unique geologic or physical features of the site? | — | <u>X</u> | <u>X</u> |

Geologic Hazards

The proposed project site slopes downward from the north and is currently covered by a two-story building, one-story chapel and surface paved parking areas. Serpentinite bedrock is exposed on the cut slope faces in the southern and southwestern portions of the site; the

bedrock underlies the remainder of the site except for the presence of some localized fill in the area adjacent to the building basement walls. Groundwater is believed to be approximately 45 to 55 feet below existing grade.¹ The serpentinite rock was evaluated for the presence of asbestos; two bedrock samples from exploratory borings and three samples from the exposed bedrock were analyzed and did not contain asbestos. It appears that excavated bedrock can be reused for fill on the site.

The Community Safety Element of the *San Francisco General Plan* contains maps that show areas subject to geologic hazards. The project site is located in an area that would be subject to "non-structural to moderate" damage (Modified Mercalli Intensity VII to VIII) from seismic groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault, approximately 6 miles southwest of San Francisco, and Northern Hayward fault, approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element). The proposed project site also is close to a known area of liquefaction potential, a Seismic Hazards Study Zone designated by the California Division of Mines and Geology. The project site is not in an area subject to landslide, seiche or tsunami run-up, or reservoir inundation hazards (Maps 5, 6 and 7 in the Community Safety Element).²

In its review of the building permit application for a development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) would require the project sponsor to prepare geotechnical reports to assess the nature and severity of the hazards at the site and to recommend project design and construction features that would reduce those hazards. One or more geotechnical (foundation) investigations for the proposed project by a California-licensed geotechnical engineer would be included as part of the proposed project. The project sponsor and its contractors would follow the recommendations of the final

geotechnical reports regarding any excavation and construction for the proposed project, including the types of foundations necessary to support various proposed project elements. To ensure compliance with all current San Francisco Building Code provisions regarding structural safety, DBI would review the geotechnical report and building plans for the proposed project, and determine the necessary engineering and design features to reduce potential damage to structures caused by groundshaking and liquefaction. In this way, amelioration of potential damage to structures from geologic hazards at the project site would be ensured through DBI requirement for a geotechnical report and compliance with building permit requirements.

The primary geotechnical issues that would be addressed in the design are foundation type and supporting capacity, settlement under building loads and earthquake shaking, excavation and temporary shoring, and dewatering. Construction of the structured parking would require excavation to a depth of about 20 feet in the northern portion of the site and disposal of about 7,000 cubic yards of soil, bedrock, and debris. Stability and site safety during excavation would be achieved through standard, accepted shoring techniques. Because the building permit process provides for review of the site conditions and final building design, no people or structures would be exposed to potential geologic hazards, and the impact of the proposed project would be less than significant.

Topography/Unique Geologic Features

The project site elevation varies from about 105 to 132 feet above San Francisco Datum. The ground surface in the project area slopes downward in two directions, from north to south and from east to west. The proposed project would alter the topography of the site by removing the exposed bedrock slopes and by excavating for underground parking; however, the proposed project would not otherwise affect any unique geologic or physical features of the site.

Based on the above discussion, no further analysis of geology and seismicity or topography is required in the EIR.

NOTES: Geology/Topography

1. (a) ACC Environmental Consultants, *Site Investigation Report, 1800-1814 Market Street, San Francisco, California*. October 25, 1996. This report is in Project File No. 97.834E at the San Francisco Planning Department, 1660 Mission Street.
(b) Treadwell & Rollo, *Geotechnical Investigation, Holy Family Day Home (299 Dolores), San Francisco, California*. July 30, 1997. This report is in Project File No. 97.823E at the San Francisco Planning Department, 1660 Mission Street.
2. City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997.

10. <u>Water</u> - Would the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Substantially degrade water quality, or contaminate a public water supply?	___	<u>X</u>	<u>X</u>
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	___	<u>X</u>	<u>X</u>
c. Cause substantial flooding, erosion or siltation?	___	<u>X</u>	<u>X</u>

Water Quality

The proposed project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed buildings and stormwater runoff from the project site would be directed into the City's combined storm and sanitary sewer system.

Groundwater Resources

Groundwater at the site currently occurs between 45 to 55 feet below existing grade. Because the proposed project would include excavation only at the northern portion of the site to a depth of about 20 feet, the proposed project would not require any dewatering.

Flooding, Erosion, and Siltation

The project site is almost entirely paved or covered by structures; therefore, the proposed project would not substantially affect the area of impervious surface at the site or alter site drainage. During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. During operations, the project would comply with all local wastewater discharge requirements. The proposed project would require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission.

Based on the above discussion, the EIR will not include further analysis of hydrology and water quality issues.

11. <u>Energy/Natural Resources</u> - Would the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	<u>X</u>	<u>X</u>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	<u>X</u>	___

Energy Use

The proposed project would include new residential, computer learning, community room, retail, and child care uses. Development of these uses would not result in use of large amounts of fuel, water, or energy. Construction of the proposed project would require consumption of energy in amounts that would be typical for conventional construction. The project would meet current state and local codes concerning energy consumption, including

Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. For this reason, it would not cause a wasteful use of energy. Energy usage will not be discussed further in the EIR.

12. <u>Hazards</u> - Would the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<u> </u>	<u> X </u>	<u> X </u>
b. Interfere with emergency response plans or emergency evacuation plans?	<u> </u>	<u> X </u>	<u> X </u>
c. Create a potentially substantial fire hazard?	<u> </u>	<u> X </u>	<u> X </u>

Public Health Hazards and Hazardous Materials

Hazardous Materials Use. Regarding the potential for public health hazards, the proposed project would involve the development of residential, community room, computer learning, retail, and child care uses that would require relatively small quantities of hazardous materials for routine activities. The development would likely handle common types of hazardous materials, such as paints, cleaners, and solvents. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. For these reasons, routine hazardous materials use in residential, community room, computer learning, retail, and child care uses are not typically considered to pose any substantial public health or safety hazards related to hazardous materials.

Soil and Groundwater. Proposed project plans call for the excavation and removal of about 7,000 cubic yards of soil or other subsurface material from the project site. Investigation of previous uses on the site do not reveal any uses that would include the presence or use of hazardous materials. In addition, soil borings of the serpentinite bedrock do not indicate the

presence of asbestos. An underground gasoline storage tank located on the eastern edge of the site was removed on July 7, 1997. Testing of additional soil/weathered bedrock from the sidewalls and bottom of the 750-gallon tank excavation revealed that local groundwater had not been affected. On October 3, 1997, the site was granted case closure and no further action is required. There is the potential for the presence of about 50 cubic yards or less of contaminated material (petroleum hydrocarbons) under the driveway adjoining the location of the tank. The project would include appropriate safeguards during earth-moving activities to protect workers and the public from exposure to contaminants; any contaminated materials would be disposed of at an appropriate landfill (see Mitigation Measure 3, p. 33).

Serpentine Rock. The proposed project would involve excavation of approximately 7,000 cubic yards of serpentine rock which may contain a naturally occurring form of asbestos. If the concentration of chrysotile asbestos in the serpentine rock is greater than 1%, the asbestos would pose a hazard when it is in a friable (crushed) condition and becomes airborne. The assessment performed for the project site indicated that five samples of serpentinite bedrock did not include the presence of asbestos; however, project excavation could encounter asbestos. As a precaution in the event that asbestos were present, the project sponsor has agreed to implement a mitigation measure (see Mitigation Measure 2, p. 33) which would require the project contractor to water the site during excavation activities at least twice daily, or more frequently if necessary, to prohibit visible dust emissions (which might indicate emission of non-visible dust), and to take other steps to minimize dust generation during excavation, storage, and transport. Excavated materials would be transported and disposed of in accordance with applicable State and federal regulations; excavated bedrock would likely be transported to a Class II landfill or reused as fill. These procedures would mitigate any potential health risks related to chrysotile asbestos, which may be located on the site.

Building Materials. Existing buildings at the project site could contain hazardous materials, such as asbestos, polychlorinated biphenyls (PCBs), lead, mercury, or other hazardous materials. In the past, asbestos, PCBs, and lead were commonly installed in insulation, floor tiles, roofing tar, electrical transformers, fluorescent light ballasts, and paint. Mercury is common in electrical switches and fluorescent light bulbs. If such hazardous materials exist in buildings to be demolished, they could pose hazards to workers, neighbors, or the natural environment. However, the proposed project includes a mitigation measure (see Mitigation Measure 3 p. 33) intended to reduce to the potential health risks associated with building materials containing asbestos, polychlorinated biphenyls, lead, mercury, or other hazardous materials by securing the investigation, removal, and disposal of these materials prior to demolition of the buildings.

The measure would ensure compliance with existing regulations applicable to the management of any potentially hazardous building components. For example, the BAAQMD regulates airborne asbestos and is to be notified ten days in advance of any proposed demolition. It randomly inspects asbestos removal operations. The California Division of Occupational Safety and Health is also to be notified of asbestos abatement operations. It oversees requirements placed on asbestos abatement contractors whenever asbestos-related work involves 100 sq. ft. or more of asbestos-containing material. Because buildings constructed prior to 1979 are assumed to contain lead-based paint, demolition activities involving lead-based paint are to comply with Chapter 36 of the *San Francisco Building Code*. The ordinance requires that containment barriers be at least as protective of human health and the environment as those in the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development.¹ Polychlorinated biphenyls are regulated under the federal Toxic Substances Control Act of 1976, and mercury is regulated as a hazardous waste. These existing laws and regulations would help to ensure the health and safety of workers, neighbors, and the natural environment.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department, as well as the Department of Building Inspection, in order to ensure conformance with these provisions. The proposed project would conform to these standards, which, depending on building type, may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards, including those associated with hillside development, hydrant water pressure, and emergency access, would be mitigated during the permit review process.

Potential health and safety issues related to potentially contaminated building components, contaminated soil and groundwater, and future use of hazardous materials on site would be reduced to less-than-significant levels, with implementation of the mitigation measures identified on pp. 32-33 that are included in proposed project development. These measures include surveying the site for hazardous buildings and building materials, and watering the site during construction. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

NOTES: Hazards

1. U.S. Department of Housing and Urban Development, *Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing*, June 1995 (Chapter 7 revised 1997).

13. Cultural Resources

- a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?

Yes No Discussed

— X X

b. Conflict with established recreational, educational, religious or scientific uses of the area?

— X —

c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?

— X X

A review of cultural resource records to determine the archaeological sensitivity of the proposed project site was undertaken by Clark Historic Resources Consultants in concert with federal Section 106 review of the proposed project. Section 106 of the National Historic Preservation Act examines federal undertakings for the potential to adversely affect historic properties. During the Section 106 process, the federal agency identifies undertakings which are subject to review, determines the Area of Potential Effects (APE), identifies historic properties, and applies the Criteria of Adverse Effect if historic properties are identified. Few prehistoric archaeological sites have been recorded within a one-mile radius of the project site; none have been identified on serpentine rock outcroppings such as the proposed project site. The evaluation determined that the project site has low prehistoric or historic archaeological sensitivity. Thus, earthmoving activities at the proposed project site would be unlikely to result in the discovery or disturbance of such resources. In the event that archaeological resources were discovered, the project sponsor has agreed to implement a mitigation measure (see Mitigation Measure 4, p. 33) that would halt construction at the project site until the significance of any resources discovered was determined.

The APE was determined in consultation with the State Historic Preservation Officer (SHPO) and the San Francisco Planning Department. It can generally be described as buildings within a half-block radius and with a view of the proposed project site. At least eighteen of the forty-three properties identified in the Area of Potential Effect for the Section 106 review are eligible for listing on the National Register as contributing structures to the potential Hayes Valley Historic District; three of those eighteen are also eligible for individual listing on the National

Register.¹ Many residential buildings in the project vicinity date from the late 19th century. In addition, the 1936 U.S. Mint building, individually listed on the National Register, is adjacent to the project site across Webster Street, between Hermann Street and Duboce Avenue. The proposed project demolition of the 1954 Daphne Funeral Home and replacement with the 93-unit residential development would not directly affect any of these adjacent resources.

The Daphne Funeral Home is the only structure on site. The Daphne Funeral Home, designed by Modernist architect A. Quincy Jones for Nicolas Daphne, is an International Style structure built between 1950 and 1954. The structure is composed of a two-story building and a one-story chapel for mortuary uses. Landscaping on the site was originally designed by landscape architect Geraldine Knight Scott but has been altered over time by the Daphne family.

Alterations to the structure were designed by Owen Jones and overseen by A. Quincy Jones and Nicolas Daphne after a major fire in 1967.

The Daphne Funeral Home was surveyed in the 1976 Department of City Planning (DCP) Architectural Inventory and rated a “0”, ~~the lowest survey rating~~, denoting “contributory” or of “minor or no importance,” individually. The building is not a designated San Francisco Landmark, nor is it a Category I-IV building or within any historic district created by Article 10 of the City Planning Code. It is not included in the California Register of Historic Resources. The Daphne Funeral Home is currently being evaluated by the SHPO to determine whether it is eligible for listing on the National Register of Historic Places. A review conducted by Clark Historic Resources Consultants concluded that the building does not appear eligible for the National Register; however, a National Register nomination² has been submitted to SHPO by San Francisco Architectural Heritage. Architectural resources will be discussed further in the EIR.

NOTES: Cultural

1. *Evaluation of Properties for Historic Significance, #1 Church Street Undertaking, San Francisco, CA 94114*, Clark Historic Resources Consultants, March 31, 1999.
2. National Register of Historic Places Registration Form, Daphne’s San Francisco Funeral Service, 1 Church Street, San Francisco, CA, prepared by San Francisco Architectural Heritage.

C. OTHER

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
Require approval of permits from City Departments other than the Department of City Planning or Bureau of Building Inspection or from Regional, State or Federal Agencies?	<u>X</u>	<u> </u>	<u> </u>

A list of approvals and permits necessary for the proposed project is presented in the project description on p. 3.

D. MITIGATION MEASURES

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1. Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>

Air Quality / Climate

1. The project sponsor would require the contractor(s) to spray the site with water during excavation and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during excavation and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

Hazards

2. The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.
3. Prior to any demolition or excavation at the project site, surveys would be conducted to identify any potentially hazardous materials in existing buildings, building materials, or soils. At a minimum, these surveys would identify any asbestos, polychlorinated biphenyls, lead, mercury, or other hazardous materials that would require removal and disposal before demolition or construction. Such surveys would be reviewed by the San Francisco Department of Public Health (SFPDH). If deemed necessary by SFPDH, the project sponsor would prepare a site-specific/project-specific health and safety plan which would be required to be submitted for review and approval by the SFPDH at least two weeks before any soil on the site is moved. The Health and Safety Plan would be prepared by a safety officer professional with appropriate certification and training. Wherever former site uses or site reconnaissance observations reported in the Phase I Environmental Site Assessments suggest the potential for underground storage tanks or related piping to be present, magnetic surveys or other appropriate surveys would be conducted to locate underground storage tanks. If any are identified, the San Francisco Department of Public Health would determine whether they must be removed or whether they may be closed in place. These surveys would be completed by a Registered Environmental Assessor (REA) or a similarly qualified individual.

Archaeological Resources

4. Should evidence of archaeological resources of potential significance be found during ground disturbance, the project sponsor shall immediately notify the Environmental Review Officer (ERO) and shall suspend any excavation which the ERO determined could damage such archaeological resources. Excavation or construction activities which might damage discovered archaeological resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor shall select an archaeologist to assist the ERO in determining the significance of the archaeological find. The archaeologist shall prepare a draft report containing an assessment of the potential significance of the archaeological find and a recommendation for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program; additional on-site investigations by the archaeologist; and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist shall prepare a draft report documenting the archaeological resources that were discovered and an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, the archaeologist shall send copies of the final reports directly to the President of the Landmarks Preservation Advisory Board, and the California Archaeological Site Survey, Northwest Information Center. Three copies of the final reports shall be submitted to the ERO, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

E. ALTERNATIVES

The EIR will discuss several alternatives to the proposed project that would be designed to reduce or eliminate any significant environmental effects identified. The alternatives will include the following:

1. No Project: no physical change at the site and potential re-use of existing building.
2. Reduced Development and Preservation: reducing the new residential square footage and parking to 45 residential units in two new buildings of three- to four-stories over an underground parking garage with 38 spaces; restoring the existing Daphne Funeral Home building with a renovation that would preserve potential historic resources, and provide community uses for residents. No retail or child care uses.
3. Reduced Development and Conversion: reducing the new residential square footage and parking to 45 residential units in two new buildings of three- to four-stories over an underground parking garage with 38 spaces; converting the existing Daphne Funeral Home building to 10 residential units. No retail or child care uses, or community room for residents.
4. Preservation: incorporating the existing Daphne Funeral Home building with a renovation that would preserve potential historic resources and include new community uses; maintaining 93 residential units in two new buildings of seven stories and 65 feet heights over an underground parking garage with 38 spaces. This alternative would result in the same residential floor area while resulting in taller apartment buildings that would require a change in the existing Height and Bulk District zone.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	TO BE DETERMINED —	—	—
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	—	<u>X</u>	—
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	—	<u>X</u>	—
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	—	<u>X</u>	—

G. ON THE BASIS OF THIS INITIAL STUDY

- ___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

May 29, 1999
Date

for 
Hillary E. Gitelman
Environmental Review Officer
for
Gerald G. Green
Director of Planning

APPENDIX B

1976 DCP Architectural Survey Ratings Within the APE

Address/Name of Property	Block	Lot	Rating
1 Church Street, Daphne Funeral Home	0874	014	0
155 Hermann Street, U.S. Mint	0873	001	3
122-124 Hermann Street, Donald Mackay House	0869	011	1
128 Hermann Street, John N. Mackay House	0869	012	-
140-142 Hermann Street, Moretti House	0869	014	2
156-160 Hermann Street, Lorenzen Flats	0869	017	0
57-59 Webster Street, Leonard D. West House	0868	047/048	-
222-224 Hermann Street, Marcus Schwab House	0868	008A	2
230 Hermann Street, Sarah Franklin House	0868	009	2
232-234 Hermann Street, Franklin House	0868	009A	2
256-258 Hermann Street, Abel Winn House	0868	050	-
262 Hermann Street, Winn House	0868	014	1
266-268 Hermann Street, Blohm House	0868	015	1
274-276 Hermann Street, Charles Ackerson House	0868	016	0
2 Church Street	0874	008	-
20-22 Church Street, Fannen House	0874	009	-
26 Church Street, Bartels/Ziegler Flats	0874	010	-
32-34 Church Street	0874	011	-
50 Church Street (400 Duboce Ave.), Duboce Apartments	0874	003	3
449 Duboce Avenue (9-11 Belcher Street), Monahan Cottage	3537	085	-
437-441 Duboce Avenue	3537	086	-
435 Duboce Avenue, St. Beulah's Church	3537	087	-
425-429 Duboce Avenue, Ahearn House	3537	088	-

421-423 Duboce Avenue, Franks House	3537	089	-
118 Church Street	3537	005	-
120 Church Street, Leonard House	3537	006	-
124-130 Church Street	3537	007	-
140-142 Church Street, Ann Shattuck House	3537	009	-
152 Church Street, St. Francis Lutheran Church	3537	010	-
401 Duboce Avenue, Maitri Aids Hospice	3537	001	-
2020 Market Street, Safeway Shopping Center	3536	001	-
138 Hermann Street	0869	013	-
146-148 Hermann Street	0869	015	-
152-154 Hermann Street	0869	016	-
168-172 Hermann Street	0869	018	-
174-178 Hermann Street	0869	019	-
56-60 Webster Street	0869	021	-
50-54 Webster Street *	-	-	-
51-55 Webster Street and 208 Hermann Street	0868	007	-
220 Hermann Street	0868	008	2
236-238 Hermann Street	0868	10A	-
244 Hermann Street	0868	011	-
252 Hermann Street	0868	058	-

- Not Rated in 1976 DCP Survey.
- Address listed in section 106 evaluation, *Evaluation of Properties for Historic Significance, #1 Church Street Undertaking, San Francisco, CA 94111*, Clark Historic Resources Consultants, March 31, 1999, p. 5. This address does not have an assigned block and lot number with the Planning Department.

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: San Francisco Planning Department,
Major Environmental Analysis

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below

--

PLACE
POSTAGE
HERE

San Francisco Planning Department
Major Environmental Analysis
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Attn: Rick Cooper, EIR Coordinator
99.097E - Church Street Apartments Project

PLEASE CUT ALONG DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL
ENVIRONMENTAL IMPACT REPORT

